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*By Dr. S. A. Green*

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*Geo S Hale*

BOSTON BOARD OF TRADE.

1858.

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# FOURTH ANNUAL REPORT

OF

THE GOVERNMENT,

PRESENTED

TO THE BOARD AT THE ANNUAL MEETING,

ON THE 20TH JANUARY, 1858.

BY LORENZO SABINE, SECRETARY.

BOSTON:

PRESS OF GEO. C. RAND AND AVERY,

NO. 8 CORNHILL.

1858.



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# FOURTH ANNUAL REPORT.



## FOURTH ANNUAL REPORT.

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*Gentlemen of the Board of Trade :—*

The Government of the Board respectfully submit for your information and approbation a brief narrative of their proceedings for the past year.

And first, the questions which have induced communication with the Government of the United States, or with officers of some of its departments.

### *China..*

The loss of American life and property in the seas of China, by the pirates who infest them, found mention in the last Annual Report. Since that time the hostile attitude of some of the European powers towards that empire have afforded new causes of apprehensions to our merchants trading with countries east of the Cape of Good Hope. This condition of things imposed a duty, which we have endeavored to perform. On the 27th of March, (at a special meeting called for the purpose,) the Government of the Board appointed the Hon. Wm. Appleton and Robert B. Forbes, Esq., to appear as delegates at the Executive departments at Washington ; and, having entire confidence in their ability and discretion, we gave them full power to act as they should deem wise and proper. That New York might coöperate with us, the Chamber of Commerce of that city were advised of our doings. On the 6th of April Messrs. Appleton and Forbes communicated the result of their mission. They stated that in their interviews with the Secretary of State they were furnished with

all necessary information ; that, as far as they were able to judge, after various conferences with that gentleman, and with others, the United States would not participate in the warlike demonstrations of European Governments against China, but, on the contrary, would assist in any moral and peaceable measures to amend the treaties with that empire, and to terminate existing hostilities. They stated further, that the administration had determined to increase our naval force in the Chinese seas, and to send out a new Commissioner or Minister "fully competent in all respects" to maintain the interests of our country without involving it in war. The new Minister, and additional ships-of-war, departed in due time. The former (Hon. William B. Reed) was in the Straits of Sunda on the 23d of October ; and we have intelligence within a day or two that he arrived at Hong Kong on the 5th of November.

*Second. The Exploration of the La Plata.*

The tributaries of this river were partially explored by Commander Thomas J. Page, in the steamer *Water Witch*, under the direction of the Government of the United States, in 1853, and in the two following years ; and, it is probable that, but for the political differences between the neighboring nations, the service would have been completed by that accomplished officer. It is supposed that streams, from which by the circumstances of the time he was excluded, and which have their course in Bolivia, one of the richest countries of South America, are navigable. To penetrate these streams is of moment. If found capable of being passed by vessels, or to be made so at a reasonable outlay, vast commercial advantages can hardly fail to accrue to the nation that shall make the discovery. As the enterprize was commenced under our flag, it is but just that we continue and finish it. To this end, a memorial to Congress,\* to authorize the employment of a suitable

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\* Feb. 2, 1857. Committee to Prepare Memorial of the Exploration of the La Plata — Messrs. Robert B. Forbes, Thomas Aspinwall, and F. T. Bush.

steamer to complete the exploration of the tributaries of the La Plata, was sent by us to that body in February last. The success of the movement is seen in the completion of an iron steamer by Mr. Otis Tufts, of this city, owned by Robert B. Forbes, Esq., who has chartered her to the Government of the United States, and will deliver her to Commander Page, at a stipulated port in South America. This vessel, the "Argentina," is said to be the first iron paddle wheel steamer constructed in Boston.

*Third.—The Navigation, Revenue, and Collection Laws.*

The revision and consolidation of these numerous statutes has not been finished. A bill for the purpose—as is well known—has been before Congress for nearly two years. Since it was reported in the House some six hundred amendments have been proposed to it. As advised of its provisions, and of these amendments, we repeat an expression contained in the last Report, that, "while there is a great deal of good in the bill, there is also a great deal" of harm. Early in 1857, in the hope of inducing wise action on the subject, we memorialized Congress to appoint a commission to sit during the recess. The bill once passed, few changes can be expected for years.

Enactments on Navigation and Revenue affect not only commercial interests, but agriculture and manufactures. Whether, then, it is expedient that sister Boards of Trade be asked to urge the creation of a commission of *practical* men, such as past Collectors of the Customs and District Attorneys, on the part of the United States, and producers of staple exports, importers, ship-owners, and ship-masters, to represent the business of the country—is a question which may be worthy of deliberation.

*Fourth.—Rates of Storage in the Government Warehouses.*

Frequent controversies have arisen as to the rates proper to be charged on merchandise deposited under bond,

at this port. In June, Arthur W. Austin, Esq., Collector of the Customs, communicated with the Government of the Board on that subject. In addition to a very respectful letter, he furnished a schedule which embraced most of the articles entered for warehousing, with the rates then charged, for the purpose of agreeing upon an equitable and satisfactory tariff. These papers passed into the hands of a Committee,\* who justly considered that, as the Collector would regard the merchants committed to the results communicated to him, great care should be observed in stating their conclusions. To elicit information they sent a circular to importers and others, and received replies which were of essential service.

In their Report, on the 2d of November, they state that the rates of storage deemed just by the collector were "generally fair and proper," but that, in their judgment, "a few alterations," as indicated by them on the schedule, were desirable.

On the 13th instant we were officially advised that the collector has adopted the changes proposed. Thus, and in the most amicable spirit on both sides, the important matter of fixing rates of storage on goods in bond has been finally disposed of, to the satisfaction, we may hope, of the importers of Boston.

We would next acquaint you with our intercourse with the Government of Massachusetts. And,

### *First. The Usury Laws.*

That the question of continuing, modifying, or repealing legal restraints on the price to be paid for the use of money, and that men of ability are everywhere engaged in discussing it, need not be said. The *modification* of the laws existing in this Commonwealth seemed wisest, and in

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\* July 6, 1857. Committee on Storage Government Warehouses — Messrs. Charles G. Nazro, Charles J. Morrill, Charles O. Whitmore, C. S. Cutter, R. B. Storer, A. C. Lombard, Jona. Ellis.

February we submitted to the Legislature the following propositions :\*—

First. That when money is due and payment withheld without permission of the creditor, a rate of interest not exceeding nine per cent. per annum, be recoverable by law, except when due on mortgage, or to banks and other corporations. Second. That in actions to recover usurious interest, judgment for the excess over the rate of six per cent. per annum, and for no more, be rendered. The Chamber of Commerce, of New York, it is believed, adopted a memorial to the Legislature of that State, on the 7th inst., for the entire *repeal* of the usury laws.

*Second. Inspector of Linseed.*

This proposition was before the Legislature at the last session. It was opposed by a Committee† of the Board, and by them, or in some other way, defeated.

*Third. Telegraphic Monopoly.*

The petition of the "American Telegraph Company," for the exclusive privilege of transmitting news through Massachusetts, was also opposed by a Committee‡ of the Board, and with success.

*Fourth. The Boarding of Vessels by Unauthorized Persons.*

This practice, by runners and landlords, has been suppressed by law. Acting much under the advice of Judge Russell, of the Police Court, and Mr. officer Tarlton, Chief

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\* Feb. 2, 1857. Committee on Repeal of Usury Laws — Messrs. Benjamin E. Bates, Andrew T. Hall, Samuel H. Gookin, Charles J. Morrill, Isaac Thacher.

† Feb. 17, 1857. Committee on Inspection of Linseed — Messrs. Charles O. Whitmore, William Perkins, George T. Lyman.

‡ May 4, 1857. Committee on American Telegraph Co. — Messrs. Zelotes Hosmer, Samuel H. Gookin, Charles O. Whitmore.



of Harbor Police, a Committee\* of the Board were efficient in procuring the passage of an "Act to Protect Mariners and Ship-owners from Imposition,"† which is applicable to the harbors of Salem, Fall River, New Bedford, and Fairhaven, as well as to Boston. Its provisions embrace the particular offence of going, or of attempting to go, on board of vessels without leave; that of enticing seamen to desert, and that of persuading any person who (in any port of the Commonwealth,) shall have shipped and received advanced wages, to willfully neglect to proceed on the voyage.

*Fifth. Banking Capital in Boston.*

In the belief that the Banking Capital of this city is insufficient for its trade and commerce; with the knowledge that our merchants and manufacturers are compelled to resort to New York and other places for the negotiation of a part of their business paper; and assured by experience under the "Clearing House" system, that the circulation of the Banks in Boston is brought to the closest specie test; the Government of the Board authorized a memorial to the Legislature in April, asking for an increase of the capital stock of the banks already established, without authority, however, to increase their circulation.

The prayer of the memorial was not granted.

In passing to other topics, our proceedings relative to transportation by sea, seem to claim the first notice.

Circumstances called our attention to what has long been desired, — steam communication between Boston and New York, — in February, and it was hoped at the

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\* February 17, 1857. Committee on Boarding Ships by Runners, &c. — Messrs. George T. Lyman, Charles O. Whitmore, Charles G. Nazro, William B. Spooner, James H. Beal.

† Chap. 139 of the laws of 1857.

moment, that something would be accomplished. A Committee\* was appointed to confer with gentlemen of New York, who favored the enterprise, and that service was performed and reported to the Government of the Board, but no positive results followed.

We have much the same account to render of endeavors to establish a

*Line of Steamers to the South.*

It will be remembered that efforts of the Board of Trade to secure "more rapid, certain, and frequent intercourse with the southern ports of the United States," date back to April, 1856. Reference to a Report which was "printed in the Boston Daily Advertiser, of July 10, 1857," and which was subsequently "published in pamphlet form and widely circulated," as well as reference to the last Annual Report, will show the course of procedure down to the commencement of our period of service. The plan is confessedly one of great importance to the trade of Boston, and it has occupied our time in five of the meetings of the past year. In February, the Committee † (twenty-five in number) who had acted under our predecessors, were appointed by us anew, and were authorized to execute certain recommendations embraced in the Report first above alluded to. Prior to the first of June, this Committee had several meetings, and on that day they reported that they had failed in their purpose as delegates, but that, if the Board of Trade would relinquish the design, individuals, there was some reason to believe, would take

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\* Feb. 17, 1857. Committee on Steam Line to New York — Messrs. E. S. Tobey, James Read, Joseph Whitney, Robert B. Forbes, James C. Converse.

† Feb. 2, 1857. Committee on Steamers to Southern Ports — Messrs. George Baty Blake, T. W. Peirce, E. S. Tobey, William Dwight, Elijah C. Emerson, Joseph Whitney, Tyler Batcheller, Samuel Lawrence, Gardner Brewer, James Lawrence, J. A. Burnham, E. R. Mudge, Andrew T. Hall, William Amory, James W. Paige, Charles O. Whitmore, H. K. Horton, Alpheus Hardy, William T. Glidden, Lewis W. Tappan, E. D. Brigham, Peter Butler, Jr., Charles H. Mills, George Hyde, James C. Converse.

the charter granted by the legislature \* in May, 1856, and establish a line of steamers under its provisions.

Conference with the individuals indicated, and with others, was immediately authorized. The subject came up again, and was discussed at our meeting on the 6th of July, but was postponed to a special meeting on the 9th. On the last mentioned day, Report was made by the Committee that they had received proposals from gentlemen who were willing (on conditions mentioned) to undertake to establish the proposed line; that the terms of Messrs. Pottle, Taylor and Crockett, were to be preferred, and that they recommended the acceptance of these terms, and that the charter be assigned, or transferred, accordingly. On the 3d of August, the Committee communicated the result of further conference with the house, and presented for our approval a paper containing conditions of subscriptions to the capital stock of the Company, to be formed under this arrangement. Notice to the Chambers of Commerce, of New Orleans and St. Louis, of these measures, with the request that their influence would be exercised in behalf of the enterprise, followed. Such is a brief account of our endeavors to establish steam communication with the great cotton mart of the Mississippi.

Thus far our records.

On the 16th inst., in reply to a note of the Secretary, Messrs. Pottle, Taylor and Crockett state that subscriptions to stock were at once solicited; that they "had made considerable progress when the 'panic' came on," but that after that event they "deemed further effort, for the time, unadvisable. And they state further, that "the necessity of a steam line to New Orleans seems to be felt, and with the return of confidence, the enterprise may again be undertaken with success."

While we regret that we can give you no more favorable account in this behalf, it is encouraging to know that the facilities of intercourse between this port and the ports South and West, have been increased within the past

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\* "Act to Incorporate the Boston and New York Steamship Company."

year by the addition to the Boston and Philadelphia Line of the new first class steamer "Phineas Sprague," of 963 tons. Three steamers now comprise this prompt and efficient line, and one of them departs from each port once in five days.

It is pertinent to consider in this connection,

*The Delay of Vessels after the Advertised Day of Sailing.*

Representations contained in a letter to the President of the Board, and read at a meeting of the Government,\* on the 7th of September, caused us to appoint a Committee of Investigation, without delay. The nature, extent, and consequences of the evil, as will be seen, have been exposed; but a remedy which shall be just to all parties interested, may not be practicable at this moment.

That our action thus far may here appear for the information of the members generally, we cite entire the body of the Report of the Committee, made on the 7th of December, and ordered to be printed.

They say, "that after due inquiry, they find the delay referred to, in relation to vessels bound to Southern ports, has frequently been the cause of serious inconvenience and loss to purchasers of goods, and quite detrimental to the business of Boston.

"Another direct consequence has been, that of rendering our merchants, to a considerable extent, tributary to New York, from the fact of their having been frequently obliged (often at their own expense) to send goods to the latter city for transshipment, by steamers or packets from that port. The most effectual remedy for the inconvenience complained of, would undoubtedly arise from the establishment of regular lines of Ocean Steamers, similar to those now running between Philadelphia, Baltimore and Boston.

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\* Sept. 7, 1857. Committee on Delay in Vessels Sailing— Messrs. Joseph Whitney, Samuel Frothingham, Jr., William Perkins.

"Such will of necessity be done at no very remote period. In the meantime, great advantage would be gained by having sailing vessels to depart, with certainty, at fixed intervals of five, ten, or fifteen days, or at such period as might be designated. Shippers having a well-founded reliance upon their departure at the advertised date, would naturally send their freight by such packets, even if they had to pay higher rates. The inconvenience described has its influence upon freight for all Southern ports, but especially upon that for New Orleans. At one period during the past summer, (and similar cases are not unfrequent,) there were six or eight vessels advertised for the latter port, each to be the 'first vessel,' or to sail at an early advertised day, and shippers found it utterly impossible to determine at what time any one of them would sail. Consequently, freight was distributed among them all, and no one would depart until a certain or profitable amount of freight was obtained. Thus, goods were on board, some of them more than a month, before they left this port. Whereas, had it been known that a regular packet was to sail certainly upon an early fixed day, a profitable freight would, in all probability, have concentrated upon such vessel. The Committee are of opinion that, if some reliable merchants will establish such regular lines of packets, as above indicated, to New Orleans, Charleston, and the other principal Southern ports, or any of those ports, it will attract an increase of buyers to our market; shippers will give such vessels a decided preference; and much benefit will accrue to all parties concerned. And certainly, the reputation of our city would be benefitted on the score of punctuality."

We have also discussed the subject of a

*Commission to certify persons qualified for Commanders and Officers of Merchant Ships.*

Early in July, J. S. Jones, Esq., President of the Atlantic Insurance Company, New York, favored Caleb Curtis, Esq.,

President of the Neptune Insurance Company, Boston, with a copy of a paper with the above title. It contains fourteen articles or sections, in form, as proposed to be adopted by the Chamber of Commerce, of the first named city. This paper, with a letter of Mr. Jones, suggestive of means to carry out the plan, was transmitted to the Government of the Board, in September, and referred to the Standing Committee\* on inquiry into causes of shipwrecks. This Committee reported on the 2d of November. After a review of the principal articles, they remark "that it would be quite impossible to support such a Commission, and to attain the desired object, without a united subscription from the underwriters or other parties;" that until a sufficient fund be provided, they are of opinion that further examination is unnecessary.

And, they venture to add, "that the time has not yet come, when such a course as Mr. Jones recommends, can be adopted, and that the evils resulting from incompetent masters and mates, must be cured, or ameliorated, by beginning with the education of youth for the merchant service," in the same way that the United States educate the young for the Army and the Navy. These views were approved.

Another matter of interest is that of the

#### *Quantity of Merchandise to Constitute a Ton.*

This question has been before the government since November, 1855.

Investigation, to be thorough, and to justify final action, should embrace "a full knowledge of facts, and of the usages of other cities of the Union, and of the world." The object to be attained is, some standard of computation, when goods are transported by sea, at a given rate per

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\*Committee of Inquiry into Causes of Shipwrecks—Messrs. Robert B. Forbes, Samuel T. Dana, Charles O. Whitmore, Caleb Curtis, Lewis W. Tappan. Mr. Jones' letter about Commission to certify masters, &c., referred to this Committee.

ton, and the parties fail to make a special agreement. The importance of a fixed rule, is obvious.

It is desirable, also, to adopt uniform regulations with regard to commissions, to weights, and tares, to rates of storage, and the like. A Committee\* have *all* under advisement, and a report may be expected soon.

As relates to the sea, we have a single topic more. We refer to

### *Advance Wages to Seamen.*

A communication from the Chamber of Commerce, Liverpool, England, concerning the shipment and treatment of American seamen, was referred to the Standing Committee† on inquiry into the causes of shipwrecks, on the 6th of April. Correspondence with the Chamber of Commerce, New York, ensued. The views of the Committee were presented on the 1st of June, when we deemed it advisable to submit the subject to those immediately interested, at a meeting to be called for the purpose, at the Merchants' Exchange.

Here, official connection of the Government of the Board ceased. But, it may not be improper to add, that the merchants and ship-owners met in pursuance of the call, that a Committee of their selection made an elaborate Report, which, with the accompanying resolutions were unanimously adopted.

And, further, that the results of the meeting were: a vote to discontinue the practice of advance wages to seamen, with an engagement to supply warm clothing and other necessary articles to such as should need, at cost, in order to prevent suffering by the change, and, to induce compliance on the part of seamen, an engagement also, to

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\* Feb. 2, 1857. Committee on Merchandise to constitute a Ton — Messrs. J. B. Kettell, Wm. Perkins, Wm. T. Glidden, Wm. B. Reynolds, E. D. Brigham.

† April 6, 1857. Committee on Shipment and Treatment of Seamen — Messrs. Robert B. Forbes, Samuel T. Dana, Charles O. Whitmore, Caleb Curtis, Lewis W. Tappan.

pay a bounty on the earned wages, on certain stipulated conditions; a vote to pay to landlords the board of seamen who should ship without the advance, until January, 1858, for four or six weeks, according to the length of the voyage; a vote to request the Committee of the Board of Trade to prepare shipping articles "suited to this new mode of shipping crews;" a vote to recommend the passage of a law to exempt seamen from arrest for debt, under specified circumstances; a vote inviting concurrence of ship-owners in Maine and New Hampshire; and a vote to advise several Chambers of Commerce of the proceedings, and to ask coöperation.

The contemplated change was, however, found impracticable, and the attempt was abandoned.

The arduous labors in 1856, to facilitate the transportation of merchandise by land, were eminently successful. Something, however, remained to be done, and in April and May, 1857, Mr. Bates (the retiring Secretary) made a journey to the West for the purpose of observing the course of business on the principal railroads. The route was from Albany to the Suspension Bridge, thence to Detroit, Chicago, Dunleath, Dubuque, Burlington, Indianapolis, Cincinnati, Sandusky, and Cleveland, and his return through Buffalo. He saw much to approve, but was impressed with the belief that the only remedy for existing evils is to be found in

### *The Railway Clearing House.*

The second Annual Report contains a detailed account of the system as adopted in England, which is essentially the same as that in practice among bankers; and to which we respectfully refer, as embracing views well worthy of constant thought in the United States. The Secretary has been intrusted with the consideration of a circular, addressed to Presidents and Superintendents of Railroads, which was laid before us in October.



With regard to inland transportation we may remark further, that the delays, difficulties and dangers attending it, have always been considered as of great moment. In fact, the Board of Trade was established mainly on this account. The Government of the Board are happy now to congratulate you upon the favorable change that has occurred, and the promise of entire success in the establishment, and thus far prosperous operation of

*The Inland Insurance Company.*

So intimate has been the connection of this Company with the Board of Trade, that a few words concerning its history and design will find most appropriate mention in this Report. The Committee of the Board having in charge the subject of transport, were early convinced that, to become thoroughly acquainted with the various lines of communication and transport throughout the country; to know their respective advantages and facilities for transacting business, as well as the system of management; to exercise a kind of general supervision over goods as they were transported; and thus to be in a convenient position to make suggestions for improvement and removal of difficulties; that, to do all this, was no trifling matter, and would be attended, of necessity, with far more labor and expense than the means of the Board would allow. After much thought, and the discussion of many plans — which were suggested at various times — to accomplish the safe, speedy, and regular transmission of goods, it was at last determined to establish an Inland Insurance Company. Its objects are, — first, to insure property against fire in Boston; second, to insure merchandise against *the perils of the sea* when transported coastwise from ports between Newfoundland and California; third, to insure against the perils of inland navigation and transportation *over all the main lines of railways, lakes, rivers and canals* in the country; and fourth, to insure against *delay in the carriage* of merchandise.

In order to perform these services to trade, safely and efficiently, it is proposed to appoint agents as fast as the business of the Company will warrant, at the principal places of transshipment on the main lines, and to keep these agents advised of the forwarding of all goods insured by the Company, with a view to special attention to such goods, and to prevent delays. It is not possible in the limits of this Report to give you a satisfactory account of the well-digested plan of operations, and to show how well adapted are the means to the end; but the Government of the Board cheerfully refer you to the officers of the Company for this information; and add, with no little pride, that the Inland Insurance Company is one of the first and most important results of our association.

*The Railroad on the Banks of the Welland Canal*

Has also received attention. In September we received letters, prospectus, map, and other papers, from the Hon. William Hamilton Merritt, of Canada, relative to this enterprise, and to the purposes of his mission to Europe, which were referred to a Committee, who have not yet reported. We may remark that the Capital Stock is one million dollars; that, on the 20th July, 1857, as appears, seven hundred thousand had been subscribed, and about three hundred and twenty thousand paid in.

The remaining subject to be mentioned to you, connected with inland transportation, is

*The Canal to Connect the St. Lawrence and Lake Champlain.*

The question of a petition to the Government of Canada, to unite these waters by canal, was entertained in April. After mature thought in Committee,\* with reference to the commercial interests of Boston, it was reported

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\* April 6, 1857. Committee on Uniting Lake Champlain and the St. Lawrence — Messrs. Alexander H. Rice, Charles Bockus, Samuel Lawrence, Wm. B. Reynolds, Charles O. Whitmore.

to us in July, that action on the part of the Board was inexpedient. In this we concurred.

*Deferred.*

The Government of the Board for 1856, continued for final disposal a paper on the extension of the Reciprocity Treaty with the British Colonies; with the Georgian Bay Canal; a letter from the Toronto Board of Trade; a paper on the Alleghany Valley Railroad; a communication from Governor Johnston. These several documents remain on our files; as also certain others, which relate to the question of wages paid to stevedores, caulkers, &c., &c.

Our records for 1857, unlike those of the previous year, contain no mention of the decease of any of your number, connected with the Government of the Board; nor of eight hundred and eighty-three members do we find that more than four have died. But we report to you a single testimonial to the departed.

*Death of Dr. Kane.*

Soon after the intelligence that this distinguished man had laid down mortality, we expressed our sense of his eminent devotion to science and to humanity, of his services to his country and to the world, in a series of resolutions,\* which were transmitted to his family.

The events of the last few months may not allow total silence on

*The Credit System.*

The use of paper money, of promissory notes, of bills of exchange, letters of credit, and the like, is well nigh universal throughout the commercial world.

To abolish either, is neither desirable nor possible. But it is manifest, as we venture to think, that the system of

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\* Presented by Peter Butler, Jr., Esq.

banking, and of buying and selling merchandise, needs essential reform. We may not look for entire exemption from times of pecuniary distress. As long as there shall be short production of the fruits of the earth one year, and overproduction another year: as long as men shall lack knowledge of the number of the spindles and looms to be kept in motion to clothe the human family; as long as governments shall borrow money, required in commerce, and disturb the laws of demand and supply in the price of commodities, and divert trade and the instruments of trade from the natural and ordinary course, in war, or in hostile manifestations: as long as there shall be sudden and large influx of gold to disturb preëxisting values to property: as long as pestilence shall desolate nations, and fire consume cities: as long as ships and treasure shall go down in the sea: as long as these and similar causes continue, men will become bankrupt, though there be neither credit nor paper money in all the world.

Still, it is undeniable that abuses of the credit system form a very considerable element in "panics," in "pressures," and in bankruptcies. In the belief that the most pernicious of these abuses can be corrected, we earnestly invite the attention of wise merchants and bankers to the subject; and recommend action on the part of the Board of Trade, in the appointment of a Committee to make deliberate and thorough investigation into the cause of the recent monetary difficulties and mercantile embarrassments, with a view to the adoption of such remedies as the nature of the case will allow.

Tables of Commercial Statistics, List of Donations, Reports of Standing Committees, and other papers of interest, will appear in the printed report.

We are gratified to state that there has been an

*Increase of Members.*

The number at the last annual meeting was.....	883
To which add admissions since.....	77
	<hr/>
	960
Deduct 58 names stricken from the list, by reason of death, removals from the city, and refusals to pay assessments .....	58
	<hr/>
Leaving our present number.....	902

*Donations.*

As in our former Reports, we have the pleasure to acknowledge accessions to our Library from various sources. Should we succeed, as we hope to do, in our application to the Department of the Interior, for the public documents ordered by Congress, to be distributed to certain institutions, we shall be able to prepare reports and other papers on commercial subjects with much more ease than at present. Our shelves ought to be supplied with every valuable work relating to transportation, at home and abroad, and books of statistics of the products, manufactures, imports, exports, tonnage, fisheries, &c., not only of our own country, but of the world; as well as with treaties, the regulations and usages of trade, and the laws concerning navigation. But the acquisition of all these; limited as are our means, can hardly be expected for years. Still, with such expenditures as our finances do allow, and with the continued liberality of friends, we may hope to form a respectable commercial library at no very distant day.

The donations for the past year are as follows:

From the Legislature of Massachusetts — The Legislative Documents of the House and Senate, for the years 1844, 1845, and 1857; and the Journal of the House of Representatives for 1856 and 1857.

From the City Council of Boston — Two volumes of the City Documents for 1856, the City Auditor's Report, and the Franklin Statue Memorial.

From Hon. Anson Burlingame — The first and third volumes of Commercial Relations with Foreign Countries, and the second volume of the Japan Expedition.

From Commodore M. C. Perry — The second volume of the Japan Expedition.

From Charles Bockus, Esq. — The Trade and Navigation Reports of Canada, for the years 1852-56, inclusive; Canada at the Universal Exhibition of 1855, and a copy of the Report of the Board of Works of Canada, relative to a Ship Canal between the St. Lawrence River and Lake Champlain.

From Hon. Linus B. Comins — A copy of the Report on Commerce and Navigation for 1856.

From Hon. J. D. Bright — A copy of the Smithsonian Report for 1856.

From the Committee of the Town of Danvers — A copy of the Reception in Honor of Mr. George Peabody.

From the Chamber of Commerce of Cincinnati — A copy of the Directory of that City.

From Captain Galton — Copies of Reports on English and American Railways.

From the Chambers of Commerce of Bengal, St. Louis, Burlington, Iowa, &c. — Copies of their Reports.

From the State Department, Washington — A copy of the Regulations under the Revenue Laws, 1857.

From Prof. A. D. Bache — Additional Maps and Charts of the Coast Survey.

From R. B. Forbes, Esq. — A Chart of Stillwagen's Bank.

From Commander Thomas J. Page — Charts of the Explorations of the Tributaries of the Rio de la Plata.

*Reports of Standing Committees.*

The Committee on Arbitration\* have decided upon three cases only, during the past year. That the decisions of this Committee have been satisfactory to the parties interested, is to be inferred from the fact that no case has gone from them to the Committee on Appeals, since the organization of the Board.

The Report of the Committee of Inquiry into Causes of Shipwrecks,† has been prepared, as usual, with care.

It will be seen that, in 1857, disasters to one hundred and ninety-eight Boston vessels, and to one hundred and eighty-seven others engaged in the trade of Boston, were communicated by our reporter, who is a gentleman of much experience.

The Committee on Finance,‡ have submitted to the Government of the Board, from time to time, such opinions and suggestions as in their judgment were proper, upon the various questions referred to them; and at the close of their period of service, report that the financial condition of the Board is satisfactory: the balance in the treasury being \$59.27, after payment of the expenses of the year.

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\* Committee of Arbitration — Messrs. William B. Reynolds, Chairman, Edward S. Tobey, Joseph Whitney, E. D. Brigham, Charles H. Mills.

† Committee of Inquiry into Causes of Shipwrecks — Messrs. Robert B. Forbes, Samuel T. Dana, Charles O. Whitmore, Caleb Curtis, Lewis W. Tappan.

‡ Committee on Finance — Messrs. George C. Richardson, Peter Butler, Jr., and James C. Converse.

*Contributions to this Report.*

We have again to tender our most grateful acknowledgments to friends for several tables of commercial statistics, and for various trade reports. The names of the writers and contributors, with a single exception, will be found at the head of the respective articles.

All of which we respectfully submit for your information and approbation.

For the Government,

LORENZO SABINE, *Secretary.*

Boston, Jan. 20, 1858.



[ORDERED TO BE APPENDED TO THE REPORT AT THE ANNUAL MEETING.]

FIRST, the following resolution offered by Benjamin Callender, Esq., which was unanimously adopted :

*Resolved*, That the thanks of the Board of Trade be presented to James M. Beebe, Esq., for the very efficient and highly acceptable manner in which he has performed the duties of President of the Board.

SECOND, the response of Mr. Beebe, after resigning the chair to his successor :

*Mr. President* : I am duly sensible of the honor conferred upon me in having been twice called to preside over an association representing the mercantile character and interests of Boston. The necessity and utility of such an institution is no longer a matter of doubt. Although of so recent origin, it must be admitted the experiment has proved a complete success—useful to the varied interests it seeks to promote, and in its management and standing creditable to the city. To have maintained its position numerically and financially, during a period of such universal depression and disaster, is evidence of the appreciation in which it is held.

To the members of the Government, who have been more immediately connected with me in the administration of the affairs of the institution, I am under great obligations for their uniform kindness and efficient support.

In retiring from the position I have held the last two years, I cannot forbear to congratulate the association in having placed at its head a gentleman, whose eminent ability and large experience insures to the Board prosperity and increased usefulness in the future.

Also, upon motion of Mr. Callender :

*Voted*, That the thanks of the Board of Trade be presented to Isaac C. Bates, Esq., for the very able, energetic, and satisfactory manner in which he has performed the duties of Secretary to the Board from its organization.

# REPORT

## OF THE COMMITTEE OF INQUIRY INTO THE CAUSES OF SHIPWRECK,

1857.

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Your Committee beg to furnish herewith a tabular statement, made up from the accompanying monthly reports of your agent, containing a list of wrecks and casualties to Boston vessels, and to vessels engaged in Boston trade.

This list shows that three hundred and eighty-five vessels have suffered during the past year, of which 198 were of Boston; and of these 84 were ships; 46 barks; 48 brigs; 17 were schooners, and 3 steamers.

The number of disasters in 1855 was 351, and in 1856 was 435. Two cases only have been examined into during 1857; namely, that of Capt. Sears, of the ship *Orissa*, lost on the morning of the 18th January, on Orleans Beach, Cape Cod, in which case the captain was completely exonerated from all blame. The other was the case of the ship *Cathedral*, Capt. Howard, which foundered off Cape Horn on 18th February, taking down the captain who was ill, and several of the crew. The survivors were picked up by a British vessel, the *Ann Pitcairn Sharp*, and landed at Arica. The Committee reported that the ship was properly loaded, and that the mate, Mr. Clark, did all he could to save the captain and the ship, and exonerated him from blame.

It has not been for want of material that your Committee have not examined into more cases of wreck.

Your Committee do not call upon ship-masters to give an account of disasters to ships under their command,

unless they are requested to do so by underwriters, or the masters themselves.

The labor of examining into all prominent cases would be very interesting and instructive to the Committee and to the public; but for the reasons given in the reports of '55 and '56, it is quite impossible for your Committee to do their duty faithfully in this respect. They recommend the appointment of a paid agent, to attend to this business as soon as the funds of the Board will warrant it.

Respectfully,

R. B. FORBES,	}	<i>Committee.</i>
S. T. DANA,		
C. O. WHITMORE,		
CALEB CURTIS,		
LEWIS W. TAPPAN,		

Boston, January 10, 1858.

## STATEMENT OF CASUALTIES, 1857.

MONTH.	Kind of Vessel.	Dismasted		Missing		Abandoned		Returned in Distress		Arrived with Damages		Stranded		Collision		Leaky		Struck by Lightning		Burnt		Number for Month
		Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others			
1866																						
	January...	Ship.....				1		1	1	1	3	4	3	1		4	2					
		Bark.....		1								4	2			2	2					
		Brig.....	1				4		1	2	1		2			2	2					
February..		Schooner.....				6		1	1	1		4			1	1	6					
		Ship.....			1					1		1				3	1					
		Bark.....						1		4		1			1	2	2					
		Brig.....			1		2			1			3	1		1	1					
March.....		Schooner.....		1		1				1		6				2	6					
		Ship.....			1			1	3	1		1	1	2		2	1					
		Bark.....			1				3	1	5	1				1	2					
		Brig.....			1					3	1	2	2			1	1					
April.....		Schooner.....		1				1	1	1		5			1							
		Ship.....	1			1		2		2	2	2		2	1	2	1					
		Bark.....				1				1	1	1	2	2	1	1	1					
		Brig.....								1			5			1	5					
May.....		Schooner.....	1																			
		Steamer.....				2			2		1			1		2						
		Ship.....								2		1				1		1				
		Brig.....				2						1	1			1	1					
		Schooner.....																				
		Steamer.....			1							2	1									
		Ship.....								1		1	2	1								
		Brig.....																				
		Schooner.....																				
		Steamer.....																				
		Ship.....																				
		Brig.....																				

[illegible]

## STATEMENT OF CASUALTIES, 1857.

MONTH.	Kind of Vessel.	Dismasted		Missing		Abandoned		Returned in Distress		Arrived with Damages		Stranded		Collision		Leaky		Struck by Lightning		Burnt		Number for Month
		Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	Boston	Others	
1856	January...	...	...	...	...	1	...	1	1	1	3	4	3	1	...	4	2	...	...	...	...	72
	Bark	...	...	...	...	...	1	...	...	...	4	1	...	...	...	2	2	...	...	...	...	
	Brig	...	...	...	...	4	...	...	1	2	1	4	2	...	...	2	2	...	...	...	...	
	Schooner	...	...	...	...	...	6	1	1	1	1	4	2	1	1	6	1	...	...	...	...	
February..	Ship	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...	...	...	...	44
	Bark	...	...	...	...	...	...	...	1	4	...	1	...	...	...	2	2	...	...	...	...	
	Brig	...	...	...	...	...	2	...	...	1	...	3	1	...	...	1	1	...	...	...	...	
	Schooner	...	...	...	...	1	1	...	...	...	...	6	1	...	...	2	6	...	...	...	...	
March ....	Ship	...	...	...	...	...	...	1	...	8	1	...	1	2	...	2	1	...	...	...	...	47
	Bark	...	...	...	...	1	...	...	...	3	1	5	1	...	...	1	2	...	...	...	...	
	Brig	...	...	...	...	...	...	...	...	3	...	2	2	...	...	1	1	...	...	...	...	
	Schooner	...	...	...	...	...	...	1	...	1	1	...	5	1	...	...	...	...	...	...	...	
April .....	Ship	1	...	...	...	1	...	2	...	2	2	2	...	2	1	2	1	...	...	...	...	44
	Bark	...	...	...	...	...	1	...	...	1	1	1	...	2	1	1	1	...	...	...	...	
	Brig	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	
	Schooner	...	1	...	...	...	...	...	...	...	...	5	...	1	...	...	...	...	...	...	...	
May .....	Ship	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
	Bark	...	...	...	...	...	...	...	...	2	...	1	...	1	...	2	...	...	1	...	...	
	Brig	...	...	2	...	...	...	...	...	1	2	1	...	...	...	1	...	...	...	...	...	
	Schooner	...	...	...	...	...	1	...	...	...	...	2	1	...	...	...	...	...	...	...	...	

[illegible]



## RECAPITULATION.

CLASS OF DISASTERS	Ships	Barls	Brigs	Schooners	Steamers	Total	Boston	Others
Dismasted .....	1	....	1	1	....	3	1	2
Missing .....	3	3	3	6	....	15	6	9
Abandoned .....	3	3	8	11	....	25	10	15
Returned in Distress .....	9	4	4	3	....	20	12	8
Arrived with Damages .....	25	18	13	7	....	63	42	21
Stranded .....	16	23	26	43	1	109	44	65
In Collision .....	11	6	7	12	5	41	21	20
Leaky .....	36	20	20	27	....	103	59	44
Struck by Lightning .....	1	1	1	1	....	4	2	2
Burnt .....	....	....	1	1	....	2	1	1
	105	78	84	112	6	385	198	187

## TREASURER'S REPORT AND ACCOUNT.

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The Treasurer of the Board of Trade, in presenting his account for the year 1857, has the honor to state —

That the balance of cash in his hands to the credit of the Board at the last annual meeting, was .....	\$492 60
That he has since received from the Secretary, for amounts collected on account of —	
Admission fees, .....	305 00
Annual assessments, .....	4255 00
Arbitration fees, .....	120 00
Subscription by members of the government, .....	1250 00
Harbor fund, .....	987 00
Sales of Annual Report, .....	277 46
	\$7687 06

And he has paid for —

Postages, .....	\$41 54
Petty cash and office expenses, .....	154 09
Advertising and printing, .....	2680 34
Agents and travelling expenses, .....	381 50
Office furniture, .....	69 31
Books and stationery, .....	20 01
Salaries to January 1st, 1858, .....	3500 00
Rent " " " " .....	711 00
Statistics, .....	70 00
	\$7627 79
Leaving a balance in his hands, to the credit of the Board, of .....	\$59 27

E. E.

SAMUEL H. GOOKIN, *Treasurer.*

Boston, *January 20, 1858.*

BOSTON, *January 20, 1858.*

I hereby certify that, in accordance with Article I, Section 4, of the By-Laws of the Board of Trade, I have audited the foregoing account of the Treasurer, for the year 1857, and found it to be correctly cast and properly vouched.

JAMES M. BEEBE, *President.*

# RATES OF STORAGE PER MONTH, AT THE BOSTON CUSTOM HOUSE,

AS AGREED BY THE COLLECTOR OF THE CUSTOMS AND THE BOARD OF TRADE.

	EACH		EACH
Single Packages .....	25 cts	Floor Cloth .....	75 cts
Anchors, per ton .....	40	Flax, per ton .....	50
Anvils, .....	6½	Do in bales, per ton .....	40
Almonds, bags .....	3	Feathers, per bale .....	6
Do frails .....	2	Fish, Pickled, bbls .....	4
Do casks .....	3	Do hlf. ....	3
Do boxes .....	1	Do tierces .....	10
Ashes, casks .....	8	Fish, Dry, casks .....	20
Barilla, per ton .....	20	Do drums 5 qtls & over. ....	10
Bleaching Powders, hhds. ....	20	Do do 3 do .....	6
Do tierces ....	12½	Do do 1 do .....	3
Do bbls .....	4	Do quintals .....	1
Brimstone, bulk, per ton .....	20	Fish, Smoked, boxes .....	½
Do boxes .....	5	Flems, bales .....	5
Bristles, in casks .....	15	Flour, bbls .....	3
Berries, Yellow, bags .....	6½	Goat Skins, bales .....	12½
Cedar, per ton .....	30	Gunny Bags .....	8
Coffee, bags .....	2	Gunny Cloth .....	12½
Cocoa .....	2	Grapes, bbl .....	2
Crash, per bale .....	6	Do half bbl. ....	1
Cordage, per ton .....	30	Do kegs .....	½
Chains, casks .....	10	Ginger, bags .....	2
Chain Cables, per ton .....	20	Grass Cloth, bale .....	15
Cigars, per M .....	1	Gum Copal, cases .....	4
Copper, per ton .....	15	Gambia .....	4
Carpeting, per bale, large .....	25	Glass .....	
Cinnamon, cases .....	3	Honey, tierces .....	12½
Cassia, mats .....	½	Do bbls .....	4
Do cases, China .....	3	Hemp, Russia, ton .....	50
Cloves, bags .....	2	Do Manilla, bale .....	4
Do bbls .....	4	Hides, bale .....	15
Camphor, cases .....	5	Do single .....	½
Cheese, casks .....	4	Hardware, casks .....	20
Do boxes .....	3	Do cases .....	15
Corks, bags .....	6	Hair, bale .....	20
Corkwood, bales .....	10	Hemp Yarns, winches .....	8
Currants, bbls .....	4	Hats, zeroons .....	
Do drums .....	½	Iron, English, bar and bdl., ton. ....	16
Cutch, per bag .....	2	Do Russia, do do .....	16
Cochineal, zeroons .....	5	Do Swedes, do do .....	16
Cologne, cases .....	5	Do Pig, do do .....	10
Dry Goods, cases .....	20	Do Hoop, do do .....	20
Do bales .....	20	Do Russia, Sheet, do .....	2
Diapers, Russia .....	5	Do English, do bdl. ....	2
Dates, frails .....	1	Do Plate, ton .....	16
Earthenware, crates .....	20	Indigo, chest .....	5
Do hhds .....	20	Do ceroon .....	3
Fustic, per ton .....	30	Jute, bales .....	5
Figs, drums .....	½	Linens, Burlaps, & other Scotch, ....	
Do frails .....	½	bale .....	20

	EACH		EACH
Logwood, per ton	30 cts	Ravens Duck, bale, heav., 10 ps.	6 cts
Lignumvita, per ton	30	Do do light	5
Liquors, Sapan, casks	20	Sugar, box	5
Do boxes	1	Do hhd.	20
Lac Dye, cases	5	Do tierce	12½
Linseed, bag	2	Do bbl.	4
Lemons, boxes	2	Do basket	6
Liquoric Paste, case	4	Do bag	2
Lead, Pig, per ton	15	Do do Manilla	1
Molasses, hhd	20	Spirits, pipes	20
Do tierce	12½	Do three-fourth pipes, Gin	15
Do bbl.	4	Do half pipes	12½
Magnesia, case	4	Do quarter casks	5
Mats, bdl	5	Do octaves	3
Matting, roll	2	Sail Cloth, pack	2
Madder, cask	25	Do bolt	1
Mahogany, per ton	30	Saltpetre, bag	2
Macaroni, case	2	Shellac, case	5
Muskets, cases	8	Silks (India,) case	8
Mohair, bales	10	Soda Ash, casks	20
Nails, cask	3	Soda, Carb., casks, large	8
Do bag	2	Do do do small	4
Nutmegs, casks	15	Do do keg	2
Do tierces	10	Steel, bar, ton	20
Do bbls	3	Do cases	10
Do kegs	2	Soap, box	1
Do cases	2	Salt, hhd.	2
Nuts, bag	3	Do sack	2
Oil, Fish, bbl.	4	Sponge, bales	8
Do Linseed, cask	20	Do cases	5
Do Olive, cask	15	Senna, bale	5
Do do cases	2	Sarsaparilla, bale	3
Do do basket	1½	Do ceroon	2
Do Castor, cans	1	Sapan Wood, per ton	30
Do do cases	5	Sardines, cans	4
Do Essential, cases	2	Tobacco, bale	3
Do Palm, cask	20	Tin and Terne Plates, box	2
Opium, chests	5	Tin, slab, per ton	15
Oranges, box	2	Twine, bale	6
Ochre, cask	4	Do bundle	1
Prunes, box	1	Tea, chest	3
Pepper, bag	2	Do half chest	2
Peruvian Bark, bales	3	Tragacanth, Green	
Paints, keg, 25 lb.	½	Vices	2
Palm Leaf, ceroon	8	Wine, cask	16
Pipes, boxes	1	Do half cask	10
Russia Sheetting, bale	5	Do quarter cask	5
Raw Silk, bale	10	Do octave	3
Raisins, cask	2	Do baskets	2
Do half cask	1	Do cases of one doz.	1
Do keg	½	Wax, bale	5
Do box	½	Wool, bale, South America	15
Do half box	¼	Do do Smyrna	10
Do quarter box	¼	Do do Chigas	
Do frail	½	Zinc, cases	
Rags, bale	10		

All goods entered IN BOND pay one-half month's storage, although delivered FROM THE VESSEL. No charge less than ONE MONTH for merchandise actually received in store.

## BOSTON TRADE REPORTS.

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To give the readers of the Annual Reports full and correct views of the Trade of Boston, has been the aim of the Government, from the organization of the Board. That we have not accomplished more in this behalf, is no fault of ours or of our predecessors.

There is ample evidence on record that the late Secretary was unwearied in his efforts to procure accurate accounts of the several branches of business of this city, and of the places adjacent; and his successor is impelled to say that his solicitude and labor in the same direction, have been incessant. Our means are too limited, as is well known, to allow us to employ special and paid agents to procure information, and we are thus compelled to rely upon voluntary contributions. But it has sometimes happened that the gentlemen to whom we have applied as best qualified to furnish what we ask, were too much occupied with their individual concerns, and so with every disposition to comply, declined. Again, other persons while admitting that they have leisure, have refused to communicate with us relative to the particular trades in which they are engaged, on the ground that publicity would injure them. Still another class have engaged to undertake, but failed to fulfil; yet allowed us to expect the promised paper until the very moment that our Report has been made up and sent to press. We state these facts not to complain, but simply to show the reasons why our Trade Reports are not as full and as various as can be wished.

Possibly, we may be able to do better in the future. In due time, the Secretary will apply to merchants and manufacturers for contributions to the next Annual Report; and he would here give the assurance that every

communication made to him in response to his inquiries, shall be strictly *confidential*.

The single object is to show, from year to year, the rise, growth, and condition of each and every important branch of the Trade and Commerce of Boston; and that this can be done without disclosing the extent or direction of the business of individual commercial houses, is very certain. The Board of Trade seek to obtain facts and figures, not to injure one class at the expense of another, but in order to benefit all classes by the publication of such statements as shall induce purchasers of goods in different parts of the United States and in the British Colonies, to repair to this market, as to the best open to them.

The papers which follow will be read with interest, we cannot doubt. The writers are entitled to our thanks, which we cheerfully tender.

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## REPORT OF THE LIVE STOCK MARKET,

FOR THE YEAR 1857.

[By the Hon. CHARLES HEARD, of Brighton.]

Yours is received, and in complying with your request I would say that I have reported the Brighton Cattle Market for more than a quarter of a century, without having omitted scarcely a dozen weeks within the time, having invariably followed the same course, not only including in my weekly and yearly reports, the *number* and prices of cattle, sheep and swine at Brighton, but also the number and sales at Cambridge, and at other places in the vicinity, where sales are occasionally made.

There was quite a falling off the last year in all kinds of stock offered, both in number and price, a large proportion of which occurred in the months of October November and December.

The recent financial crisis caused very few failures indeed among our butchers, but their sales were materially lessened.

You will please observe that I report all sales of any amount, whether made at Brighton, Cambridge, or other towns in the vicinity, of Stock, (under the head of *Brighton Market*,) therefore, if you were to add those reported at Cambridge market to those of Brighton, the number and sales would be largely in excess.

Nearly three-fourths of the cattle which come by way of Cambridge, are in the end, (whether sold or not,) either driven to the Brighton butchers, or to the Brighton market.

My object has been to give a fair impression of the market, and in as small a space as possible. In accordance with the above remarks I furnish you with the following

#### STATISTICS.

No.	54,585	Beef Cattle,	sales estimated at	.....	\$2,947,590 00
	15,325	Stores,	do do	.....	489,400 00
	161,825	Sheep,	do do	.....	647,280 00
	65,510	Shoats,	do do	.....	334,101 00
	36,420	Fat Hogs,	do do	.....	478,855 00
<hr/>					
Total, .....					\$4,897,226 00

#### BOOT, SHOE, AND LEATHER TRADE, BOSTON.

[Communicated by A. W. STERSON, Esq., a Member of the Board.]

The Boot, Shoe and Leather manufacturing and trading interest of Boston, always unpretending and unassuming, content with individual rather than large corporate privileges, and, therefore, never aspiring to immense and costly structures for the purpose of monopoly or aggrandizement, has pursued the "even tenor of its way," sometimes struggling with adverse fortune, at other times overcoming all obstacles to complete success. Not confining its operations to a few localities, but distributing and diffusing

its benefits through all the cities, towns and villages of New England, it has attained a position which greatly transcends all others in magnitude and importance.

No other branch of industry of any account is more democratic in its structure and tendencies; expensive machinery and buildings not being required, no large outlay of capital is demanded for the successful prosecution of it; but, *labor*, the mainspring of all successful enterprise, is its very foundation-stone and superstructure.

Hence, we see scattered throughout New England a host of boot and shoe manufactories, each in itself a sovereignty, each independent of the other, and each individual workman his own lord and master. Workmen generally receive such a price per pair; acting their own pleasure as to the hour and time of labor; occasionally we see them clubbing together, selling their own work by an authorized agent; again some, who, by prudence and foresight, have amassed a small capital, engage their workmen and play the overseer; while others, who have an established trade, locate their offices in the thriving city, and with the assistance of foremen, direct the operations of their factory, and manage the purchase and sale of all the stock and manufactured goods.

Such are some of the characteristics of the shoe trade and manufacture; it springs from, and is dependent upon the people, and breathing the spirit of pure democracy, it opens its arms for the reception of all who love industry, while it repels and discards all those who despise it.

Thirty years ago the shoe trade was carried on mostly by the merchants of New York and other cities, they receiving the goods from our manufacturers, on consignment, or purchasing them of manufacturers who visited their markets for the sale of them; but now, that system being entirely obsolete, New York, Philadelphia, Baltimore, Cincinnati, St. Louis, and, in fact, all wholesale or jobbing houses who buy their goods of first hands, are obliged to procure them in Boston, the great central mart for the boot and shoe trade of the United States.



Our dealers are generally manufacturers of many or all the goods which they offer for sale, and being in the market continually, are thoroughly conversant with the styles adapted to the various localities. These facts operate very advantageously in gravitating nearly all the business to the city of Boston. Country manufacturers, discerning this, have of late years been entering the city in large numbers every season, establishing offices, and opening stores for the display and sale of their goods. Heretofore, buyers were obliged to go five, ten and twenty miles, this way and that, in order to obtain a stock of goods; whereas, under the new regime, they can secure a full and complete assortment in the city, directly of the manufacturers.

Boston is now the largest shoe market in the world, and her sales exceed by millions of dollars those of any other city on the globe. Recently there has been a canvass made by a number of gentlemen thoroughly acquainted with the trade, and it has been ascertained that there are two hundred and eighteen wholesale and jobbing boot, shoe and leather dealers in Boston, whose

Yearly sales amount to.....	\$34,100,000
One hundred and six hide and leather dealers, whose yearly sales amount to.....	25,650,000
To which we add the sales of retailers, &c.,.....	1,390,000
And we have the sum total of.....	\$61,140,000

Which is the gross amount of yearly sales of all shoe and leather houses who have offices and stores in Boston. Of the shoe houses,

Four do a business of over.....	\$1,000,000	annually,
Two do a business of over.....	800,000	"
Nine do a business of over.....	500,000	"
Thirty-eight do a business of over.....	200,000	"

Of the leather houses,

One does a business of over.....	\$1,000,000	"
Four do a business of over.....	800,000	"
Nine do a business of over.....	500,000	"
Thirty-four do a business of over.....	200,000	"

The whole number of persons employed in the manufacture of boots, shoes and leather in our State, is estimated to be about eighty thousand.

Compared with the sales twenty or even ten years ago, the above figures show an enormous increase, and prove conclusively that the Boston market is unrivalled. Western and Southern merchants manifestly appreciate the extraordinary inducements which Boston offers for the purchase of boots and shoes; for, notwithstanding the constant exertions of the merchants of other cities, by various artifices, to secure the trade, it still flows on as if controlled by a natural and inevitable law, to Boston. This flow of trade being natural and not forced, comes without exertion on our part; and, although the contentions of others may at times veer some portions of it from its proper course, yet, when left to itself, it seeks the central mart, as surely and as promptly as the magnet seeks the pole. Hence, our merchants, confident in the permanency and stability of the trade, have no fears, no prejudices or jealousies respecting the tradesmen of other cities, as they are among our best customers, their supply of goods being obtained in our market.

The attention of Boston merchants has, of late, been engaged in the endeavor to secure the more prompt transmission of goods; and the Board of Trade has by its Committee made arrangements with the different roads and lines of steamers whereby direct, continuous and expeditious routes have been formed, circulating throughout the Western and Southern States; and it has also, in connection with its Inland Insurance Company, authorized agents at prominent points in the West, who give particular attention to forwarding all Boston goods which may be lying in freight houses at different stations; thus securing to Boston freight a more speedy transit.

These facilities for the shipment and transit of goods, together with the many superior advantages which Boston, as a producer, offers for the sale of them, give entire

satisfaction to Western and Southern merchants; as they can rely upon receiving their goods expeditiously, and upon buying them cheaper than they can be bought in any other market.

The year 1857, although filled up with many bitter experiences, and burdened with many a sorrowful tale of fallen fortunes, yet bequeaths to us many instructive lessons, with many kind admonitions, which, if heeded, will render the year one to which our merchants will hereafter revert with pleasure and satisfaction. "All is not lost;" although the commercial and financial world has been shrouded with gloom, and all kinds of property have immensely depreciated in price, yet we have not lost the substance; the shadow only has disappeared; we hold fast all that was tangible, all that existed in fact, and lose only that which was delusively grasped by a bewildered imagination. Figures deceived us; vainly, we attempted to rear colossal fortunes on false and insecure foundations; and when at last the crisis came, sweeping with tremendous force against our paper walls, they fell before the pressure, save here and there where they were fortified and supported by a substantial basis.

It is cheering, however, to witness the firmness and stability with which the boot, shoe and leather trade of New England — the greatest of her industrial and trading interests — passes through the present financial revulsion. Although failures have been very numerous in New York, Philadelphia, and throughout the Western and Southern country, and our manufacturers and dealers have been obliged to grant very many extensions of credit to some of the best houses in the trade; yet, amidst all the confusion, despondency and loss arising from such a disastrous state of affairs, our manufacturers and dealers have almost to a man, breasted the storm, stood nobly their ground, and met their engagements promptly at maturity. The few failures that have occurred were small, and not unexpected.

These facts certainly demonstrate that the boot, shoe and leather trade is conducted upon a more safe, prudent

and prosperous basis, is managed with more discrimination as to credits, and that the amount of its sales are restricted to a degree more proportionate to the amount of *bona fide* capital invested, and that it is regulated with a greater regard to safety, than almost any other business.

The year 1857 opened with a vigorous trade, and the sales in January, February and March were nearly as large as usual; but during the succeeding three months, throughout the country, there was a general complaint of a sudden and material declension. Consequent upon this, leather declined, stock accumulated, and the future looked dismal with uncertainty. In the latter part of June, a slight reaction took place in the leather market, produced by the Herculean efforts of New York tanners, in sympathy with some of our largest manufacturers of thick work; and this, followed by the appearance of a few buyers in the market, and the novelty of a large auction sale, gave to the trade in July a little stimulus, so that, for the months of July and August, our sales were forced up to about the usual amount. September opened with the customary or average business, but during the "panic," which soon followed, there was little buying or selling. The months of October, November and December, were extremely dull, and were relieved only by a demand of goods for California.

The new year 1858 thus far, offers but little encouragement for the manufacture and sale of boots, shoes and leather; for many years the trade has not witnessed so much depression, so much doubt, so much despondency as now exists among manufacturers. General Apathy seems to be the master and controlling spirit. There are some here from the south and west who are buying a few goods; although we are advanced six weeks in our business season, yet, as a general thing, trade is dull, languid, inert, and lifeless.

Owing to the peculiar position of western and southern tradesmen, many of whom have had more or less accommodation on their payments, and as those extended

payments have not yet matured, and there are indications that many of them will not be met promptly, the prevailing disposition seems to be to curtail, rather than increase, the manufacture of shoe goods. Sellers are obliged to exercise more than ordinary caution, and consequently, all buyers who possess an unblemished reputation, receive almost hero worship, and have goods forced upon them at prices which would hardly be remunerative, if the goods were made out of stock at the present low prices.

The stock on hand is not large, although it is ample for the season, and well assorted. Commission houses, probably, hold more goods than ever before, but manufacturers have a much lighter stock than usual.

The depressed and unsettled character of the trade, throws not only a cloud of gloom over the present, but, in the opinion of many, a dismal aspect over the future. This cloud is, however, in my opinion, only transient in its existence; trade this spring will be undoubtedly light, probably not more than one half the usual amount, but just so sure as people continue to wear shoes, so sure it is that trade must and will revive in the summer of 1858. Should spring open early, so that the produce of the west can be moved forward, we may reasonably expect quite an active demand concentrated in the months of March and April.

Collections at the west and south are represented by country dealers as coming in badly, the disposition being prevalent among producers able to pay their debts to hold back their produce. Exchange is becoming more favorable both south and west.

New England trade was very light throughout the year 1857, and in consequence of the depression of all our manufacturing and industrial interests, very many of our population were only partially employed and many were entirely idle.

California trade was disastrous, during the last two years, but has now resumed a more cheerful aspect; desirable goods are paying a fair profit; the shipments

last month were over 10,000 cases; but as one extreme follows another, we shall, if the present excessive shipments continue for any length of time, have occasion to predict another revulsion in her trade. If we have learned anything by experience, we shall certainly in this, as in all other trades, so manage our business as to keep it within proper bounds, proportionate to capital invested, and hence more fully within our own control; as such a business is in the end much more profitable than one of the Young America style, which heedlessly and recklessly swims with the current, without care for the past or forethought as to the future.

The hide and leather market is inactive, and there is a large accumulation of hides and leather in all our eastern cities; the stock on hand in New York, Philadelphia, Baltimore and Boston, is estimated to be 750,000 sides, and there is computed to be 2,000,000 sides of hemlock tanned leather now in the vats. The stock on hand January 1, 1857, was only 50,000 sides, and the impression was then prevalent among tanners that the consumption was so much increased, that no accumulation could possibly take place, and that forever after we should be subjected to the rule of high prices. The result of experience has demonstrated the fallibility and uncertainty of these calculations. Notwithstanding the statistics which "absolutely proved" that all the hides and leather would be demanded by Europe and America at the extreme high rates, and the assertions that nearly everything in the shape of an animal was divested of its hide in order to satisfy the craving desires of our "progressive" race; yet, we find our markets glutted with immense stocks selling at a decline in price of from 30 to 40 per centum, with a still downward tendency. There is not the slightest animation in the market, and purchases are made very cautiously and sparingly. The stock in the hands of manufacturers is light, and will continue to be until there is a more brilliant prospect in the future for the sale of their work.

With the large stock of hides and leather on hand, and in the vats, it is absurd to talk of any advance in prices. Importers and tanners of hides, may endeavor to bolster up prices by statistics and arguments, but any advance is almost impossible; the argument that but few hides have been worked in for the last five months, will prove false and fallacious, because the depression in business has been so great that it has induced the practice of rigid economy among our people, and consequently the demand for goods must fall off materially, and will completely offset any curtailment of operations on the part of tanners. There will, undoubtedly, be an ample stock of boots and shoes, leather and hides, for all demands throughout the year 1858.

*Shoe Manufacture of Lynn.*

The Secretary of the Board of Trade of Lynn has kindly furnished the following statistics of the manufacture of shoes at that place for the years 1856 and 1857, viz:

	No. of Workmen.	No. of pairs of Shoes made.	Amount of Sales.
1856 .....	5,384 .....	5,404,493 .....	\$4,330,349
1857 .....	4,991 .....	5,496,813 .....	4,105,000

## MANUFACTURES OF COTTON.

[The writer of this valuable paper, is a gentleman of distinguished personal consideration, and a large stockholder in the manufacturing corporations of New England.]

The Cotton manufacturers of New England will be satisfied by the experience of the year 1857, that it is worse than useless to run all their machinery, until there shall be an increased supply of the raw material. The unwelcome truth must now be conceded by all, that the creation of machinery has outrun the growth of its only aliment.

Ten years ago, the magnificent scheme of General James for manufacturing all the cotton of American

growth, on our own soil, was developed, and his views were widely circulated through the planting States. The success of the four previous years gave them plausibility, and many manufacturing undertakings were formed, which resulted disastrously to those engaged, and to himself.

About the same time, a series of vast projects nearer home took a definite shape, and they have served to occupy unnaturally the industry of our mechanics and operatives, while they have kept this great interest in a state of depression down to the present time. These projects were pushed forward in the face of a rapid increase in the older seats of manufacture; while Lowell had doubled its productive power in ten years, and a similar increase had taken place at Amoskeag, Saco, and elsewhere.

The process of producing cotton mills had become simplified. To give an order for a mill of twelve thousand spindles was decided on as quickly by a corporation, as an individual would order the building of a coach; and it could be as soon executed. No sooner were the walls up and covered in, and the floors laid, than the machinery was ready to be placed; and nothing but the struggle for overseers and operatives delayed its being started.

The value of cotton goods made in Massachusetts was nineteen millions of dollars in 1845, and thirty-eight millions in 1855. The increase of machinery in the whole country can be seen by the consumption of cotton, which increased from one hundred and thirty-one million pounds in 1843, to two hundred and sixty-five millions in 1853, and to two hundred and eighty-one millions in 1857.

Nor were the manufacturers of Great Britain (who use 53 per cent. of all cotton exported from the countries where it is grown) less active. While for the twelve years previous to 1850, the increase of factories had been one hundred and thirteen, during the seven years



which have since intervened, it has been two hundred and seventy-eight. In eleven years from 1845, the number of spindles was increased from seventeen and a half millions to twenty-eight millions.

The same misdirected energy was seen on the continent, though it began later, and has continued longer. The States included in the Zollverein increased the number of their cotton mills to two hundred and ten, containing two millions sixty thousand spindles, which required one hundred and eighty-two thousand bales of cotton. But in addition to this, there were mills in process in 1857, which would raise the whole consumption to two hundred and thirty thousand bales. In Austria, there was an increase from half a million spindles in 1840, to one million seven hundred and forty thousand in 1857; the largest proportion of increase being in the latter years. In France, the number had rapidly risen to three millions four hundred thousand; and in Switzerland, to one million three hundred and fifty thousand.

All this was going forward while the cotton crops were increasing irregularly; and in comparison, with great tardiness. In this country the crop was no greater last year than in 1853 and in 1854; and it was less than in 1850, 1851 and 1852.

No one can contemplate such an unprecedented increase of machinery without anticipating the result. Such fecundity surpassed that of the negroes, and left the country powerless to furnish the material for its operation. To produce a cotton mill, it has only been requisite to give an order to one of the incorporate machine shops, and to furnish the money after it is executed, while to increase the growth of cotton, it is found necessary to wait for the course of nature, and a rising generation of growers.

At the close of 1845, the stock of cotton in England was one million three hundred thousand bales; in 1856, at the same period, there remained only three hundred and thirty-two thousand seven hundred bales. In this

country, there was only one-third as much on hand last September as in the same month three years before. The price naturally enough advanced steadily from six and a quarter cents for middling in 1843-4, to sixteen cents in 1857, while the excessive supply of goods has glutted all the markets of the world, and has rendered any permanent advance in price impossible until there is relief. The recent commercial crisis carried down the price of cotton to eight and a half cents in New Orleans; but it soon rallied, and now (March 1st, 1858,) it is at eleven and a quarter cents.

Some of the manufacturers of Great Britain saw the hopeless condition of the business early in 1857, and commenced reducing their work to four days in the week, and running on finer numbers of yarn. Though in 1854 they had used thirty-seven thousand four hundred and forty-four bales weekly; in 1855, forty thousand three hundred and seventy-one bales; in 1856, forty-three thousand five hundred and sixty bales; in 1857 they took on an average only thirty-seven thousand seven hundred bales, or seven hundred and eighty-six million pounds, against nine hundred and twenty millions in the previous year. The reduction has been proportionately greater within the past four months. The same is taking place on the Continent. In this country the stoppage of mills has been unprecedented. In January there were five hundred and two thousand spindles stopped in Rhode Island, and two hundred and sixteen thousand running; and these represented pretty fairly the condition of the mills in other States.

The glut of goods has been lessened by this process, but not overcome. A sudden resumption of the manufacture would continue the evil, besides sending up the price of cotton as high as before.

A glance at the price of the corporate stocks in New England at this time, and at the list of dividends for the past ten years, will show what a beggarly business we have been doing. Some companies have passed

their dividends for several years in succession without strengthening their reserves, while they have been in full operation.

This state of affairs has had a deadening effect on the capital of our State, where a large amount of this property is held, and which ought to be the great distributing centre for all the manufactures of New England. While the excess of goods has induced us to permit them to be sold on long credits, and thus to furnish capital for every kind of illegitimate trading, of which we have borne the loss, it has led to a greater and more permanent evil, namely, the creation of branch establishments for distribution in New York and other cities. Through these we are transacting, at great cost, the business which belongs to New England, and which would, if legitimately carried on, give life and great prosperity to Boston. This evil is becoming chronic; and if the present system is continued, it will result in transferring the business centre of our manufactures to New York.

The master minds which have stimulated this mighty energy in American manufactures will do so no more. By death, by disaster, and old age, they have ceased to operate upon the mechanical power of our people. The management of the great cotton interest is falling into other hands less enterprising, but more conservative.

The present generation of manufacturers will regard more the importance of keeping alive and of strengthening what is already created, than of forming new schemes. The monied corporations which have furnished large means to foster this interest, will do so hereafter more cautiously. New resources must be found in reserving profits whenever there shall be any, in curtailing credits and expenses.

If required to state briefly what is required at the present time to restore us to a healthy condition, we should say, First. To resist all solicitations to operate the mills on full time, until the supply of cotton shall be sufficient for the machinery, and until the price of goods shall

warrant it. Second. To insist on *maintaining* the system of short credits; to keep up an accurate knowledge of the condition of all to whom credit is given. Third. Having lessened the expense of manufacturing, to reduce the expense of distributing the goods, and to pay on plain goods no expenses beyond our own market. If the right policy is pursued in other respects, the demand will warrant, in a few months, the adoption of the same rule in regard to printed goods.

The forty-six millions of cotton goods consigned annually to Boston houses are but little more than the product of Massachusetts mills alone, and these are not all sold without a reconsignment.

The directors of the incorporated companies owe it to those whose property they have undertaken to manage, to assume the responsibility which belongs to their office. Most of them are experienced business men, and fully competent to lay down the principles by which this business shall be governed. This they can do without interfering with the details of the departments of the Treasurer, the selling or the manufacturing agents.

To manufacture successfully the finer cotton goods in competition with the cheaper labor and capital of Europe, under our present low tariff, will require every practicable appliance to diminish expenses and to prevent losses.

In the preceding remarks we have not undertaken to give an opinion whether, in the event of there being a full supply of cotton at a future time, there will be found consumers for all the goods which can be made. That question can be settled only when the contingency shall arise.

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### COTTON SAIL DUCK.

[Furnished by E. P. MACKINTIRE, a member of the Board.]

The manufacture of this article, the last year, was an unprofitable business. The extraordinary high price of cotton, the first half of the year, greatly enhanced the cost of production, while the financial revulsion and the

consequent depression of the shipping interests, very much lessened the demand.

We have no accurate information in regard to the statistics since our Report of last year, but we should estimate the production of 1857 at about one half of that of the year 1856, while the consumption has probably fallen off in a still larger ratio.

The demand for ships of the larger class, and especially of clipper ships, in 1854 and 1855, growing out of the opening of the California and foreign markets, and the demand thus created for cotton sail cloth, gave an undue stimulus to the manufacture, and more machinery has been put in operation for the making of this article, than the wants of our mercantile marine require.

But few ships were built in 1857, and probably but few will be built for a year to come, and manufacturers can only wait until the waste of those already afloat and a general revival of business shall bring about a more healthy trade.

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### CALCUTTA TRADE.

[Contributed by J. E. LEE, JR., a member of the Board.]

The writer of the very interesting article in the Third Annual Report of the Board of Trade, (January, 1857,) headed "Some Account of the Business between Boston and Calcutta," with a statement of the Imports and Exports of the year 1856," has confined his statistics exclusively to a synopsis of the trade between these two ports.

Boston is, without dispute, the head quarters of this trade in the United States, and with the facilities which she possesses for discharging, storing, and distributing Calcutta goods, will doubtless continue to be the principal market. Still it may be of interest to show the extent of this important, valuable, and annually increasing business, not only as connected with the port of Boston, but with the United States.

In tables 1 and 2 will be found a comparative statement of the imports from Calcutta into the United States, for the years ending December 31st, 1856, and 1857; also the number of ships and amount of tons which arrived each year at Boston, New York, Philadelphia, New Bedford, Charleston and New Orleans. Table 5 gives a comparative statement of the exports from the country, imported into Calcutta, for the five years ending Dec. 31st, 1857, which is presented in this form, because many ships have left with cargoes for Calcutta, via Madras or Bombay, or other ports, where they have landed portions of their outward cargoes, and proceeded on with the remainder, and the writer wishes to confine himself exclusively to the trade between this country and the port of Calcutta. It may be as well to remark here that about nine-tenths of the exports from the United States to Calcutta, are from the port of Boston.

Table 3 shows the principal exports from Calcutta to the United States, for the ten years ending August 31st, 1850.

Table 4 shows the principal exports from Calcutta to the United States, for the six years ending December 31st, 1855.

This trade in the last seventeen years has increased almost without parallel. In 1840-41, there were exported from Calcutta to the United States, in twenty-one small ships, about 17,000 tons of goods, of which the first cost and freight did not exceed \$1,250,000, while in the year 1856 there arrived in the United States from Calcutta 93 ships, many of them upwards of 2,000 tons burthen, bringing 132,635 tons of goods, of which the freight alone, at a fair average rate of \$14 per ton, was \$1,850,000, and the first cost in Calcutta, at \$75 per ton, which at the high prices ruling there during the year, is a low estimate, was \$10,000,000. The year 1857 shows a still further enormous increase over 1856. The number of ships arriving from Calcutta being 122, bringing 189,267 tons, on which the freight, at the same valuation as above, was

\$2,650,000, and the first cost of which, at \$75 per ton, was \$14,200,000.

It is probable, however, that the import of 1857 was greatly in excess of the consumption of the country, the stocks of goods in importers' and speculators' hands at the end of the year being immense; but as the financial crisis which existed throughout the country from the first of September till the end of the year, almost paralyzed trade and manufactures of all kinds, it is impossible to judge how large would have been the stocks at the commencement of 1858, had the consumption continued as usual for the last four months of 1857. Probably of some articles, such as gunny cloth, gunny bags, goat skins and saltpetre, there would have been sufficient for a six months' supply.

The trade for the last two years has been extremely unprofitable; and in the opinion of the writer, this is mainly attributable to the bad system on which it has been conducted. Most of the cargoes were imported in chartered ships; and it was this impolitic mode of obtaining ships, which, more than any other cause, forced up prices in Calcutta to the extreme and previously unheard of rates, which ruled there for two years, and led to such heavy losses here.

Most ships were chartered, with no other condition in the charter parties, than that they should proceed to Calcutta, where charterers' agents should provide a full and fair cargo of dead weight and measurement goods, within from forty to sixty days, with which they were to return to this country, and on which the charterers' were to pay the owners of the ships a certain rate per ton. The same pernicious system of chartering ships also prevailed to a great extent in England.

Now the native merchants of Calcutta are by no means fools; on the contrary, they are among the shrewdest in the world, and when they see a fleet of some fifteen or twenty vessels in port, all of which they know are bound to have a certain quantity of saltpetre, linseed, gunny

cloth, gunny bags, jute and hides, within forty to sixty days, they combine and regulate prices accordingly. Not only do they know all this, but through the information which they get from native Bunians, they can tell almost as accurately as the Boston Shipping List the number of American ships due in Calcutta for months ahead. They likewise have a way of keeping back produce up country, and feeding the bazaars sparingly, so that stocks of goods in Calcutta may appear small.

Under this system, the agents and commission houses in Calcutta have absolutely no alternative, but to pay the prices, however exorbitant, which the native dealers choose to ask, and send home the ships with full cargoes, to a certain loss.

Now all this might be easily avoided, and in fact is of late being very generally remedied, by inserting deviation clauses in all charter parties, whereby charterers' agents, for a certain consideration, may, if prices in Calcutta are too high to render it prudent to load, alter the destination of the ship entirely, or employ her temporarily in coast-wise freighting, until a favorable time may arrive to load at fair prices.

It is even possible that if the goods imported into the country during the last two years had been landed at the low figures which goods cost five or six years ago, they would have all passed into the hands of the consumers; certainly there would not have been such enormous losses on them. The consumption of such articles as gunny bags, linseed, saltpetre and hides, is without doubt, largely increased at low prices.



*No. 1. — Table showing Imports of principal Calcutta Goods into the United States, for the years ending December 31, 1856 and 1857.*

ARTICLES	1856	1857	Tons 1856	Tons 1857	Increase Tons 1857	Decrease Tons 1857
Goatskins, pieces .....	1,466,753	1,822,254	1,906	2,370	464	.....
Ginger, bags .....	6,238	8,684	604	850	246	.....
Do pockets .....	3,580	4,180	.....	.....	.....	.....
Gunny Bags, pieces .....	7,481,000	5,106,250	10,847	7,404	.....	3,443
Gunny Cloth, pieces .....	597,630	705,147	36,000	42,602	6,602	.....
Cow Hides, pieces .....	519,500	549,698	3,877	3,573	196	.....
Buffalo Hides, pieces .....	150,950	276,662	2,018	3,800	1,787	.....
Jute, bales .....	18,326	49,024	4,580	12,256	7,676	.....
Indigo, cases .....	2,803	2,123	560	425	.....	135
Lac Dye, cases .....	3,220	1,423	488	213	.....	270
Linseed, bags .....	464,723	799,666	52,000	86,460	34,460	.....
Do pockets .....	229,689	322,985	.....	.....	.....	.....
Hemp, bales .....	5,926	7,293	1,481	1,823	342	.....
Rice, bags .....	18,912	16,566	1,900	1,657	.....	243
Saltpetre, bags .....	95,527	151,223	7,960	12,602	4,642	.....
Castor Oil, cases .....	5,309	9,112	598	1,126	528	.....
Do casks .....	72	427	.....	.....	.....	.....
Sugar, bags .....	12,452	40,821	892	2,917	2,025	.....
Shellac, cases .....	6,601	6,783	1,320	1,357	37	.....
Sheepskins, tan'd & rough, ps.	122,486	860,696	147	451	304	.....
Tanned Goatskins, pieces .....	2,000	102,414	2	128	126	.....
Twine, bundles .....	9,310	4,086	810	136	.....	174
Cutch, bags .....	6,887	10,566	600	921	321	.....
Nux Vomica, pockets .....	4,655	1,520	110	50	.....	60
Do bags .....	121	569	.....	.....	.....	.....
Sundries, .....	.....	.....	4,945	6,146	1,201	.....
<hr/>						
	TONS	TONS	SHIPS	SHIPS		
Into Boston .....	110,113	147,181	78	96	.....	.....
New York .....	20,813	37,055	14	22	.....	.....
Philadelphia .....	1,709	1,191	1	1	.....	.....
New Bedford .....	None	1,224	None	1	.....	.....
Charleston .....	None	1,280	None	1	.....	.....
New Orleans .....	None	1,386	None	1	.....	.....
Total .....	132,635	189,267	98	122	.....	.....

Value of Freight on 132,635 Tons, in 1856, at \$14 per Ton, ..... \$1,857,000 00

Value of Freight on 189,267 Tons, in 1857, at \$14 per Ton, ..... 2,649,738 00

IMPORTS IN TONS, QUARTERLY, 1856 and '57.

1856.	Tons.	1857.	Tons.
First Quarter .....	\$30,822 00	First Quarter .....	\$60,166 00
Second Quarter .....	31,293 00	Second Quarter .....	45,959 00
Third Quarter .....	18,144 00	Third Quarter .....	43,890 00
Fourth Quarter .....	52,376 00	Fourth Quarter .....	39,252 00
<hr/>		<hr/>	
\$132,635 00		\$189,267 00	

*No. 2. — Table showing Imports of sundry minor articles from Calcutta into the United States, for the years ending December 31, 1856 and 1857, included in Table No. 1, as sundries.*

ARTICLES	1856	1857
Borax, cases .....	128	32
Cake Lac, cases .....	40	None
Gum Tragacanth, cases .....	11	20
Coir Yams, bales .....	85	370
Coir Mats, bales .....	312	92
Coir Matting, rolls .....	611	1,429
Coir Rope, coils .....	120	24
Senna, bales .....	76	262
Teel Seed, bags .....	48	None
Cassia, cases .....	256	356
Gum Damar, cases .....	16	None
Rattans, bundles .....	None	2,500
Gum Olibanum, cases .....	8	None
Assafetida, cases .....	7	10
Jute Mats, bales .....	None	8
Sapan Wood, pieces .....	680	None
Leaf Tobacco, packages .....	None	365
Straw Hats, pieces .....	None	1,322
Black Seed, bags .....	None	75
Wool, bales .....	None	2
Cocoa Nut Oil, casks .....	123	59
Do cases .....	231	205
Seed Lac, bags .....	184	None
Fishing Poles, Bamboo, ps. ....	16,200	19,600
Cardamoms, cases .....	25	26
Seer Suckers, bales .....	6	1
Calf Skins, bales .....	19	11
Rape Seed, bags .....	976	None
Jute Twine, bales .....	6	None
India Rubber, cases .....	36	10
Camphor, cases .....	102	None
Jute Yarn, bundles .....	250	None
Gambia, cases .....	54	None
Tincal, cases .....	None	2
Red Wood, pieces .....	4,858	8,910
Molasses, casks .....	None	190
Tumeric, bags .....	44	984
Do pockets .....	None	3,871
Raw Silk, bales .....	None	8

## BOSTON BOARD OF TRADE

No. 3. — Comparative Statement of the principal articles exported from Calcutta to the United States, for the ten years.  
ending August 31, 1850.

ARTICLES	1840-41	1841-42	1842-43	1843-44	1844-45	1845-46	1846-47	1847-48	1848-49	1849-50
	21 Ships	25 Ships	15 Ships	16 Ships	24 Ships	26 Ships	25 Ships	41 Ships	35 Ships	57 Ships
Saltpetre, bags .....	38,420	43,746	20,899	41,132	51,957	71,155	70,126	70,742	73,479	92,956
Linseed, bags .....	27,182	38,845	37,967	49,846	83,963	86,940	63,097	107,246	80,022	149,497
Buffalo Hides, pieces .....	29,112	50,624	69,914	73,673	69,440	81,267	89,141	73,313	40,196	36,746
Cowhides, pieces .....	150,181	291,294	244,637	212,231	164,923	227,587	142,872	455,794	139,664	255,600
Goatskins, pieces .....	739,294	785,785	312,677	617,268	937,412	1,020,443	1,605,216	2,104,762	1,572,120	2,320,718
Indigo, cases .....	1,490	1,077	365	1,212	627	519	1,120	1,147	614	1,097
Lac Dye, cases .....	2,676	1,783	495	1,255	1,450	2,876	1,549	3,531	3,092	4,408
Shellac, cases .....	1,549	1,209	1,181	2,363	1,616	3,652	1,618	2,393	1,866	1,518
Silk Piece Goods, pieces .....	15,254	11,454	3,816	2,754	2,106	4,640	21,338	17,388	2,708	5,664
Gunny Cloth, pieces .....	59,839	91,300	6,096	10,985	22,488	1,890	22,384	55,880	105,008	241,144
Gunny Bags, pieces .....	559,517	1,165,290	1,629,580	1,126,300	1,263,700	2,940,754	2,620,182	5,966,925	4,096,957	5,586,617
Twine, bundles .....	2,980	3,496	1,876	5,271	5,170	4,186	6,648	2,801	4,676	9,491
Ginger, lbs. ....	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	1,841,389	1,893,540	2,511,408
Jute, bales .....	400	2,673	2,675	None	740	744	None	1,450	1,719	9,040
Hemp, bales .....	None	353	582	None	None	100	None	70	200	1,168

*No. 4.— Comparative Statement of the principal articles exported from Calcutta to the United States, for the six years ending December 31, 1855.*

ARTICLES	1850	1851	1852	1853	1854	1855
	Ships	Ships	Ships	82 Ships	66 Ships	89 Ships
	Tons	Tons	Tons	101,854 Tns	87,719 Tns	120,324 Tns
Saltpetre, bags .....	75,279	106,712	90,615	185,085	121,802	129,106
Linseed, bags .....	146,687	242,993	204,858	292,046	269,768	458,826
Do pockets .....	.....	.....	19,764	102,654	111,392	209,912
Cutch, bags .....	Uncertain	Uncertain	Uncertain	5,992	12,071	9,625
Indigo, cases .....	1,008	1,078	1,412	1,610	1,704	2,073
Shellac, cases .....	1,773	2,878	2,988	6,861	7,252	4,086
Lac Dye, cases .....	5,806	5,470	5,390	2,882	647	3,302
Castor Oil, cases ....	1,524	790	1,625	1,865	522	2,714
Silk Piece Goods, ps.	4,856	2,867	860	8,507	10,559	1,803
Gunny Bags, ps. ....	3,752,164	4,461,475	4,418,406	5,648,850	4,914,690	6,627,450
Gunny Cloth, ps. ....	249,736	190,584	285,044	377,408	269,218	442,329
Cowhides, ps. ....	254,995	352,535	304,307	573,861	795,597	402,200
Buffalo Hides, ps. ...	57,599	78,249	68,546	99,746	123,416	128,948
Goatskins, ps. ....	2,076,248	1,850,917	1,095,579	1,780,400	2,008,781	1,207,986
Jute, bales .....	6,270	2,712	7,187	27,597	24,957	27,314
Hemp, bales .....	1,054	80	2,326	7,245	5,367	2,000
Twine, bundles .....	7,393	6,280	7,354	12,561	13,499	8,975
Ginger, lbs. ....	Uncertain	2,800,000	1,138,000	1,068,112	636,560	318,957
Redwood, ps. ....	9,423	11,393	2,740	6,794	9,767	5,310
Sapan Wood, ps. ....	10,155	4,102	None	12,944	21,520	None
Sugar, bags .....	None	None	None	935	822	546
Senna, bales .....	408	41	7	53	84	.....

*No. 5.— Comparative Statement of the principal articles exported from the United States, and imported into Calcutta, for the five years ending December 31, 1857.*

ARTICLES	1853	1854	1855	1856	1857
Lumber, feet .....	867,176	862,649	1,221,000	704,179	865,708
Mahogany, feet .....	56,101	224,958	274,972	143,222	185,490
Spars, number .....	355	860	1,871	1,453	427
Oars, number .....	217	546	2,450	2,882	2,332
Tar, barrels .....	832	1,645	1,067	2,739	2,580
Pitch, barrels .....	755	2,284	1,825	3,876	2,347
Rosin, barrels .....	1,350	2,451	3,865	3,090	6,630
Spirits Turpentine, gallons .....	4,703	21,174	14,265	24,420	16,371
Crude Brimstone, lbs. ....	76,736	437,073	1,640,410	307,063	111,825
Roll Brimstone, lbs. ....	75,386	146,900	86,100	.....	.....
Tobacco, lbs. ....	310,477	392,681	276,700	38,508	147,190
Brown Drills, yards .....	1,989,591	1,272,905	1,223,316	1,527,770	1,522,158
Blue Drills, yards .....	132,963	162,044	12,068	154,111	.....
Bleached Drills, yards .....	54,081	.....	.....	40,902	.....
Bleached Jeans, yards .....	68,191	.....	8,319	.....	.....
Brown Jeans, yards .....	510,145	61,636	188,329	333,132	121,175
Sheetings, yards .....	40,161	.....	111,728	79,980	191,370
Cotton Flannels, yards .....	30,388	35,558	197,111	26,052	32,484
Stripes and Checks, yards .....	3,920	21,508	12,662	15,793	.....
Ticks and Denims, yards .....	12,498	27,037	11,123	.....	.....
Cotton Duck, yards .....	.....	.....	25,192	19,537	10,568
Ice, tons .....	2,698	3,936	4,466	4,008	3,459
Clocks, cases .....	386	149	232	467	501
Soap, boxes .....	224	1,250	3,450	75	1,277
Copper, lbs. ....	.....	.....	110,210	.....	50,421

## DRUGS, MEDICINES, AND DYE STUFFS.

[Communicated by WILLIAM J. CUTTER, a Member of the Government of the Board.]

The elaborate Report of the Board in this department of trade, for the year 1856, renders it unnecessary at this time to report again in detail.

It will be seen, on reference to last year's exhibit, that nearly one-tenth of the total of all the imports of 1853, then taken as the basis for the importations of 1856, consisted of articles under this head, although thought to have been much below the actual quantity and value for the latter year. For the year 1857, we merely give an exhibit of the imports of a few leading articles in East India drugs, as per annexed Schedule A, showing the amount of importation in these few articles to have been considerably more than the total amount of *all* descriptions of merchandise, (under this head,) as per last year's Report, and more than double the estimated amount of imports of the same articles for 1856. Were we to assume that there was the same increase in all other articles, (under this head,) instead of the total amount of imports for 1857 being about four millions of dollars, it would be nine millions of dollars. Thus, the amount of castor oil imported in 1857, is nearly five times as large as given in the previous year's Report, linseed four times as much, and saltpetre and shellac twice as much, showing that the estimated amount for 1856 was much less than what it should have been.

The jobbing department in these articles has suffered somewhat, with all other branches of trade, during the past year. We think it may be safely stated, however, that no city in the United States can offer greater facilities to the purchasers of drugs, medicines, and dye stuffs, than Boston.

*A.—Statement exhibiting the quantity and value of the following articles, imported into the District of Boston and Charlestown, during the year 1857, viz.:*

ARTICLE	Quantity	Value
Borax .....	.....	17,251
Castor Oil, gall .....	159,337	98,346
Cutch .....	.....	4,042
Gum Tragacanth .....	.....	6,550
Indigo, lbs .....	722,154	456,386
Linseed .....	.....	2,654,171
Lac Dye .....	.....	40,738
Senna .....	.....	2,720
Shellac .....	.....	70,540
Saltpetre, lbs .....	22,730,389	1,084,537
Tumeric .....	.....	4,860
Nux Vomica .....	.....	1,353
Total.....	.....	\$4,441,494

## FISHERIES AND COMMERCE OF GLOUCESTER.

Furnished by WILLIAM BABSON.

We published last year some statistics of the fisheries of Gloucester, and alluded to its important commercial position. This ancient and most convenient seaport, besides being the largest seat of the cod and mackerel fisheries in the United States, if not in the world, is also a seat of a very considerable foreign trade.

We append the statistics of the fisheries, and a full full account of the commerce of Gloucester for the year 1857. We are unable to give the *exact* figures of the fisheries, but are sure that our statements are nearly correct, being based on the business of 1856 and the increase of 1857.

Schooners employed in the fisheries.....	325
Tonnage of the same .....	24,500
Barrels of mackerel.....	68,000
Value of same.....	\$560,000
Quintals of cod fish .....	125,000
Value of same .....	\$375,000
Barrels of oil .....	750
Tons of halibut, smoked.....	200
Fresh halibut sold, quintals .	20,000
Bushels of salt used.....	300,000
Capital invested .....	\$1,200,000
Men employed .....	3,250

*Foreign Commerce.*

Total tonnage, tons, .....	30,864
Arrivals from foreign ports .....	211
64 American and 147 Foreign vessels from the following countries :	
Dutch Guiana .....	22
Liverpool .....	4
Canada, Nova Scotia and New Foundland.....	183
Spain .....	1
Hayti .....	1

*Imports.*

Coffee, lbs.....	245,000
Cords wood.....	6,000
Lumber, feet.....	2,000,000
Molasses, gall .....	426,000
Cocoa, lbs .....	70,000
Sugar, lbs .....	2,693,000
Cloves, lbs.....	9,568
Salt, bushels .....	107,915
Herring, mackerel, cod fish, salmon, coal, &c., from British Provinces, to the amount of \$85,000.	

*Exports to British Colonies and the West Indies.*

Teas, lbs .....	2,936
Molasses, gall .....	638
Sugar, lbs .....	1,522
Figs, lbs .....	2,321
Salt, bushels .....	11,950
Fish, qtls .....	21,278
Fish, bbls .....	1,905
Lumber, feet.....	1,790,000
Manufactures wood .....	\$11,204



Beef, bbls .....	1,937
Butter, lbs .....	5,280
Pork, bbls .....	1,445
Hams, lbs .....	53,000
Lard, lbs .....	28,000
Flour, bbls .....	5,539
Indian meal, bbls .....	481
Bread, bbls .....	579
Candles, lbs .....	37,000
Soap, lbs .....	65,000

And many other foreign and domestic articles, all amounting to \$208,000.

The tonnage of Gloucester now exceeds that of Newburyport or Salem, and is more than at any other single town in the State except Boston and New Bedford.

Gloucester is rapidly concentrating the fishing trade of New England, and the quotations there of the prices of fish are as much copied as are those of the oil market at New Bedford. Once the fish were sent to market, now they are sold at home, and orders are received at Gloucester from all the great markets in the Union. We see nothing to prevent this convenient seaport from advancing with each succeeding year, so energetic are its citizens, and so complete are its facilities for fisheries, commerce and the coasting trade.

## IRON AND STEEL.

[Furnished by JONATHAN ELLIS, a Member of the Board.]

Importations into this district during the fiscal year 1857, as follows:

Bar iron .....	24,044 tons .....	Value .....	\$1,281,254
Hoop iron .....	673 do .....	do .....	69,203
Pig iron .....	15,084 do .....	do .....	285,254
Railroad iron ....	92 do .....	do .....	4,592
Sheet Iron .....	2,254 do .....	do .....	163,700
Steel .....	3,092 do .....	do .....	509,143

Total value of the various descriptions of iron, exclusive of the duties and other charges on the same .....

Total value of steel, exclusive of duties and other charges .....

\$2,313,146

The sales of bar iron, rods, hoops and sheet iron, in 1857, were about \$3,500,000. Of this amount it is estimated that from 15 to 20 per cent. is of American production, the remainder of foreign.

The transactions in foreign railroad iron during the past year have been light. The Bay State Iron Company, whose mill is within the limits of Boston, manufactured in the year 1857, 15,000 tons, valued at \$937,000, partly from old rails. The rails made at this mill were the only American rails sold in this market.

The sales of foreign pig iron in 1857, amounted to 10,500 tons, valued at \$314,000. The American pig iron trade that can be classed as the business of Boston, has not been large, although Boston capital and enterprise are largely engaged in the manufacture and sale.

The iron and steel trade of Boston has been, like almost every other description of business, much diminished and seriously affected by the financial difficulties which were experienced during the last four months of the year, although it may be remarked that the depression in prices was not so marked as in most other descriptions of merchandize. Of the iron dealers in Boston, only one suspended.

#### *Cut Nails.*

The manufacture in Massachusetts of cut nails, in 1857, did not vary much from 1856, and amounted to about 745,000 casks, (if we include, as was done last year, the products of the mill in Providence, R. I., and in Pembroke, Maine, both of which are owned, and the product principally sold, in Massachusetts.) The value of these 745,000 casks was about \$2,750,000; of this, at least one-half should be claimed as of the trade of Boston. The remainder found other markets.

## STATISTICS OF LOWELL MANUFACTURES.

JANUARY, 1858.

COMPILED FROM AUTHENTIC SOURCES.

CORPORATIONS.	Merrimac Manufacturing Co.	Hamilton Manufacturing Co.	Appleton Co.	Lowell Manufacturing Co.	Middlesex Co.	Suffolk Manufacturing Co.
Incorporated, .....	1822 .....	1825 .....	1828 .....	1828 .....	1830 .....	1830 .....
Commenced Operations, .....	1823 .....	1825 .....	1828 .....	1828 .....	1830 .....	1832 .....
Capital Stock, .....	\$2,500,000 .....	\$1,200,000 .....	\$600,000 .....	\$2,000,000 .....	\$1,000,000 .....	\$900,000 .....
Number of Mills, .....	6 and Print Works. ..	4 and Print Works. ..	3 .....	{ 1 Spinning, 1 Carpet, 1 Cotton. }	4 and 3 Dye Houses. ..	3 .....
Spindles, .....	82,720 .....	43,512 .....	18,920 .....	{ 7,016 Wool, 8,060 Cotton. }	16,340 .....	21,986 .....
Looms, .....	2,336 .....	1,982 .....	700 .....	{ 200 Power Carpet, 205 Cotton, 49 Fancy Check. }	200 Broadcloth. 200 Narrow. }	800 .....
Females employed, .....	1,650 .....	850 .....	400 .....	800 .....	739 .....	533 .....
Males employed, .....	750 .....	400 .....	120 .....	500 .....	575 .....	150 .....

Yards made per Week, .....	880,000 .....	285,000 .....	150,000 .....	{ 25,000 yds Carpet, 14,000 P. Stuffs, 76,000 yds Osnab's 60 Rugs. }	{ 24,000 Narrow, 6,000 Broadcloth. }	..... 154,000 .....
Cotton consumed per Week: Pounds, }	85,000 .....	80,000 .....	80,000 .....	55,000 .....	.....	60,000 .....
Wool consumed per Week: Pounds, }	.....	{ 112,000 Printed. 13,000 Dyed. }	.....	66,000 .....	25,000 .....	.....
Yards Dyed and Printed,	840,000 .....	.....	.....	.....	.....	.....
Kind of Goods made, .....	{ Prints and Sheet- ings, Nos. 25 to 40. }	{ Prints, Flannels, Ticks and Sheet- ings, 14 to 80. }	{ Sheetings and Shirtings, No. 14. }	{ Carpets, Rugs, Cotton Cloth, and Pantaloon Stuffs. }	{ Broadcloth and Doeskins, Casi- meres, Shawls. }	Drillings, No. 14 ..
Tons Anthracite Coal, } per Annum, .....	9,000 .....	3,800 .....	350 .....	3,000 .....	2,600 .....	500 .....
Charcoal: Bushels, per Annum,	6,000 .....	8,000 .....	1,000 .....	2,000 .....	500 .....	1,600 .....
Wood: Cords, per Annum,	400 .....	130 .....	.....	.....	300 .....	30 .....
Oil: Gallons, per Annum, .....	7,200 .....	6,500 .....	2,300 .....	{ Lard, 20,000 Sperm, 8,000 }	Sperm, 4,000 ..	2,700 .....
Water Wheels, diameter, .....	{ 6 Turbines, 5 ft. 4 do. 8 ft. 6 in. }	{ 9 Turbines, 3 Breast Wheels. }	5 Turbines. ....	{ 3 Turbines, 7 1/2-12 ft. diam.: 1 do. 8 4-12 ft. diam. }	13 and 17 feet. ....	4 Turbines. ....
Length of ditto, for each Mill,	.....	.....	.....	.....	23, 21 and 45 feet. ....	.....
Starch: Pounds, per Annum,	190,000 .....	120,000 .....	90,000 .....	.....	.....	100,000 .....
Flour: Barrels, per Annum,	1,000 .....	85 .....	.....	.....	.....	.....
How Warmed, .....	Steam .....	Steam .....	Steam .....	Steam .....	Furnace and Steam. ....	.....
Name of Agent, .....	{ Isaac Hinckley, Henry Burrows. }	{ John Avery, Wm. Spencer. }	George Motley. ....	Samuel Fay, .....	J. Humphreys. ....	John Wright. ....

\* Superintendent of Print Works.

## STATISTICS of Lowell Manufactures. January, 1858. Compiled from Authentic Sources.—(CONTINUED.)

CORPORATIONS.	Tremont Mills.	Lawrence Manufacturing Co.	Lowell Bleachery.	Boott Cotton Mills.	Massachusetts Cotton Mills.	Lowell Machine Shop.
Incorporated, .....	1830 .....	1830 .....	1832 .....	1835 .....	1839 .....	1845 .....
Commenced Operations, .....	1832 .....	1833 and 1834 .....	1832 .....	1838 .....	1840 .....	1845 .....
Capital Stock, .....	\$600,000 .....	\$1,500,000 .....	\$300,000 .....	\$1,200,000 .....	\$1,800,000 .....	\$600,000 .....
Number of Mills, .....	2 .....	5 .....	{ Bleachery and Dye Works. }	5 .....	6 .....	{ 4 Shops, Smithy, and Foundry. }
Spindles, .....	20,448 .....	58,624 .....	.....	54,938 .....	58,512 .....	.....
Looms, .....	760 .....	1,352 .....	.....	1,430 .....	1,971 .....	.....
Females employed, .....	550 .....	1,300 .....	40 .....	870 .....	1,300 .....	.....
Males employed, .....	130 .....	300 .....	360 .....	{ 232, including } { mule tenders. }	400 .....	300 .....
Yards made per Week, .....	230,000 .....	360,000 .....	.....	300,000 .....	507,000 .....	.....
Cotton consumed per Week: Pounds, .....	65,000 .....	140,000 .....	15,000,000 yds. dyed per annum. }	90,000 .....	176,000 .....	{ 2,000 tons Wrought and Cast Iron per annum. }
Yards Dyed and Printed, .....	.....	.....	.....	.....	.....	.....
Kind of Goods made, .....	{ Sheetings, No. 14, } { Shirtings, No. 11. }	{ Drillings, } { Printing Cloths, } { Sheetings and Shirtings, No. 14 to 30. }	{ 8,000,000 lbs. } { bleached per ann. }	{ Drillings, No. 14, } { Sheetings, No. 30, } { Shirtings, No. 30, } { Jeans, No. 30, } { Print'g Cloth, do. }	{ Sheetings, No. 13, } { Shirtings, No. 14, } { Drillings, No. 14, }	{ Cotton Machin'ry, } { Locomotive Tools, } { Machinists' Tools, } { and Mill Work. }
Tons Anthracite Coal, } Per Annum, .....	550 .....	1,800 .....	4,000 .....	1,300 .....	1,800 .....	{ 1000 Tons Hard, } { 200 Chald. Soft. }
Charcoal: Bushels, per Annum, .....	150 .....	3,000 .....	.....	1,800 .....	800 .....	6,000 .....

Wood: Cords, per Annum, .....	120	100	70	10	150
Oil: Gallons, per Annum, .....	8,217	2,000	7,000	8,400	2,500
Water Wheels, diameter, .....	{ 6 Turbines, 9 feet. 6 Breast, 17 feet. }		{ 6 Turbine, 7 ft. 8 in. and 2 Centre Vent, improved by Mr. Francis, 9 ft. 4 in. }	{ 12 Breast, 17 feet. 7 Turbines. }	{ 2 Turbines, 6 ft. 10 in. diam. ea., and 1 Breast Wheel, 13 feet diam., by 13 feet long. }
Length of ditto, for each Mill, .....	No. 5 Mill, 80 feet.		60 feet.	60 feet.	
Starch: Pounds, per Annum, .....	190,000	400,000	190,000	220,000	
Flour: Barrels, per Annum, .....		100		60	
How Warmed, .....	Steam.	Steam.	Steam.	Steam.	Steam.
Name of Agent, .....	Wm. S. Southworth.	F. P. Appleton.	Linus Child.	Frank F. Battles.	William A. Burke.

## TOTAL.

Capital Stock, ..... \$13,900,000  
 Number of Mills, 52; Spindles, 896,064; Looms, 19,085.  
 Females employed, 9,023; Males employed, 4,247.  
 Yards made per week, 2,399,000 Cotton; 80,000 Woollen;  
 25,000 Carpets; 50 Rugs.  
 Pounds of Cotton consumed per week, 810,000.  
 Pounds of Wool consumed per week, 91,000.  
 Yards Dyed and Printed, 470,000.  
 Tons of Anthracite Coal, per annum, 29,600.  
 Bushels of Charcoal, per annum, 25,150.  
 Cords of Wood, per annum, 1,340.  
 Gallons of Oil, per annum, 61,517; Lard Oil, 20,000.  
 Pounds of Starch, per annum, 1,685,000.  
 Barrels of Flour, per annum, 1,245.

Average wages of Females, clear of board, per week, \$2.  
 Average wages of Males, clear of board, per day, 80 cts.  
 Medium produce of a Loom, No. 14 yarn, yds p. day, 45.  
 Medium produce of a Loom, No. 80 yarn, yds p. day, 38.  
 Average per Spindle, yards per day, 14.

There are three Institutions for Savings—The Lowell and the City. The Lowell had on deposit, Nov. 4, 1856, about 5,716 depositors, \$1,140,338.33. The City, Jan. 12, 1856, had on deposit from 3,949 depositors, \$1,067,989.22. The operatives in the mills are the principal depositors in the above banks.

A "Five Cent Savings Bank" went into operation in June, 1854, and on the 6th of Dec., 1856, the amount of deposits was \$220,966.53, from 2,228 depositors.

A vast amount of laudable and successful enterprise of a more strictly private character might not be inappropriately alluded to in this sheet, not the least of which are the Paper and Banning Mills of Charles O. Richmond, Esq., and the Flannel Mills of Charles Scott, Esq., all on the Concord river, within the precincts of the city; Fiske and Norcross' extensive Lumber yard and Saw Mills, and the "Wameest Steam Mills" are also worthy of notice.

A reservoir of great capacity has been built on the high ground in Belvidere, east of the city, for the purpose of furnishing a ready supply of water to any part of the city in cases of fire. The water is conveyed into the Reservoir by force pumps from the Lowell Machine Shop. Pipes are laid from the Reservoir to various parts of the city, at which points hose can be attached to the hydrants without delay, when necessary.

The Middlesex Co. make use annually of 2,000,000 teazels, 1,200,000 lbs. fine wool, 20,000 lbs. glue, \$15,000 worth dye stuffs, and \$15,000 worth of Soap. In addition to the above, the Merrimack Manufacturing Co. use 1,000,000 lbs. of Madder, 850,000 lbs. of Copra, 60,000 lbs. of Albin, 50,000 lbs. of Soda Soap, 45,000 lbs. of Indigo, per annum. The Lowell Bleachery use 40,000 lbs. of soda, and \$80,000 worth of other dyeing materials per year. Other manufactures are produced in the city than these specified above, of a value of \$1,500,000, employing a capital of \$400,000, and about 1,500 hands.

There are six Banks—The Lowell, capital \$200,000—The Railroad, capital \$600,000—The Appleton, capital \$200,000—The Prescott, capital \$200,000—The Amesbury, capital \$150,000—The Merchants', capital \$100,000. The population of Lowell in 1828 was 3,522; in 1840, it was 20,739; in 1850, it was 33,385; increase in ten years, 12,689. Population of Lowell in 1856, 37,653.

The Lowell Machine Shop, included among the above 6,000 spindles, in three months.

The several Manufacturing Companies have established a Hospital for the convenience and comfort of persons employed by them respectively when sick, which is under the superintendence of one of the best of surgeons and physicians.

## BOSTON BOARD OF TRADE.

Table of the Rates of Freight on Flour, Grain, and Provisions from Boston to Liverpool, from 1852 to 1857.

MONTHS.	1852.			1853.			1854.			1855.			1856.			1857.		
	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.	Flour, per barrel.	Grain, per bushel.	Provisions, per barrel.
Jan.	s. 1	d. 4	s. 1	d. 6	s. 4	d. 4	s. 2	d. 6	s. 10	d. 3	s. 2	d. 6	s. 2	d. 6	s. 6	d. 3	s. 6	d. 3
Feb.	s. 1	d. 4	s. 1	d. 6	s. 10	d. 3	s. 3	d. 6	s. 9	d. 4	s. 3	d. 6	s. 2	d. 6	s. 7	d. 3	s. 7	d. 3
Mar.	s. 1	d. 3	s. 1	d. 8	s. 10	d. 4	s. 3	d. 6	s. 10	d. 4	s. 3	d. 6	s. 2	d. 6	s. 7	d. 3	s. 7	d. 3
April	s. 1	d. 4	s. 1	d. 6	s. 11	d. 4	s. 3	d. 6	s. 11	d. 4	s. 3	d. 6	s. 2	d. 6	s. 7	d. 3	s. 7	d. 3
May	s. 1	d. 3	s. 1	d. 8	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
June	s. 1	d. 3	s. 1	d. 8	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
July	s. 1	d. 9	s. 1	d. 6	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Aug.	s. 1	d. 1	s. 1	d. 6	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Sept.	s. 1	d. 1	s. 1	d. 6	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Oct.	s. 1	d. 1	s. 1	d. 6	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Nov.	s. 1	d. 6	s. 1	d. 8	s. 11	d. 3	s. 3	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Dec.	s. 2	d. 6	s. 6	d. 3	s. 12	d. 5	s. 1	d. 6	s. 11	d. 3	s. 4	d. 2	s. 2	d. 6	s. 7	d. 3	s. 5	d. 2
Av'ge	s. 1	d. 4	s. 3	d. 1	s. 6	d. 3	s. 1	d. 2	s. 7	d. 1	s. 2	d. 3	s. 1	d. 2	s. 6	d. 2	s. 5	d. 1

## FLOUR AND GRAIN.

[By AVERY PLUMER, Jr., Esq., Vice-President of the Corn Exchange.]

Boston is one of the largest markets for the consumption of flour and grain in this country. The total receipts for the year ending March 1, 1858, as appears by the books of the Boston Corn Exchange, were as follows, viz :

Flour, barrels .....	\$1,099,942
Corn, bushels .....	2,615,221
Oats, do .....	708,368
Rye, do .....	43,619
Shorts, do .....	394,556
Wheat, do .....	149,217

The receipts for the year previous, from March 1, 1856, to March 1, 1857, were

Flour, barrels .....	\$1,053,016
Corn, bushels .....	2,492,542
Oats, do .....	895,890
Rye, do .....	47,068
Shorts, do .....	343,172

A small portion of the flour received here is exported to the West Indies, South America, the British Provinces, and other foreign ports; but nearly all enters into consumption in Boston and its immediate vicinity, the facilities given by the northern and western railroads having cut off almost entirely the large New England trade in flour and grain which formerly centered here. Boston being so great a consuming market, and being favorably located for a large trade in breadstuffs with the British Provinces, as well as Europe, all that is requisite to make it one of the best (if not the best,) markets in the country, is increased facilities of communication with the Great West, and with Canada, so that the cost of transportation may be the same, or less than to New York,



thereby enabling Boston to compete successfully for a large part of the demand for shipment, which, under existing circumstances, is almost entirely lost.

The steam communication between Boston and Philadelphia, and the line recently established to Baltimore, has operated very advantageously to the trade in flour and grain, and very considerable shipments, especially of flour, have been made to Boston, from Ohio, Indiana and Kentucky, during the past year, in consequence of the rapid transportation which these well conducted lines afford to this market.

Similar facilities of communication with New Orleans would doubtless prove of vast benefit to this branch of trade.

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## GLASS AND EARTHEN WARE TRADE.

[By OTIS NORCROSS, Esq., a member of the Government of the Board.]

The importations and sales of these goods declined, in common with all other descriptions of merchandise, during the latter part of the past season.

The importers were obliged to hold over much larger stocks than usual, yet not a failure occurred in consequence of the "crisis," or in the whole of the year 1857.

Very much the same may be said of the general condition of the manufacturers of glass and earthen ware. As the demand fell off, they ceased making, and thereby saved themselves from trouble, and are now in a position to increase the supply as soon as wanted.

There has been an increased demand for goods within a few weeks, but small compared with former years, and a good business is not looked for until fall.

I trust another year there will be something more interesting to record.

## WOOL.

[Furnished by GEORGE WM. BOND, Esq., a member of the Board. By H. R. KENDALL, Esq., and by GEORGE LIVERMORE, Esq., a member of the Government of the Board.]

When our last Report was made, Congress had under consideration a change in the tariff, which was consummated in March. By this change, wool, costing under twenty cents per pound at the place of exportation, is admitted free, and the duty on all of higher cost is reduced to twenty-four per cent. Some alterations are also made in the duty on woollen manufactures.

The immediate effect of this measure, abroad, was a sudden and rapid rise in the value of all wools in the markets of production, to a point far beyond the amount of the duty, and in most cases beyond their value in the consuming markets of Europe, and at home, to induce importers to hold their wools in bond, for the benefit of the reduction in duty.

Buyers were therefore forced to pay, in addition to the former prices, about half the amount of the duty levied on the various descriptions, while the importation of manufactured woolens was stimulated by the reduction of duties. On the other hand, an impression prevailed throughout the country, that goods would be lower after July, when the above mentioned changes in the tariff were to take effect. Hence manufacturers felt the pressure on both sides, and many were obliged to reduce their operations very materially. This, we think, prevented the absolute scarcity which we had feared before the new clip should reach the market, and produced a slight decline from the high prices which ruled during the spring. It was believed that after July, prices would still further decline, and the growers did at first submit to low rates, but the necessities of the manufacturers forced them into the country, and in the latter part of July and throughout

August, a spirit of speculation prevailed, which induced higher prices until the financial pressure. No portion of the community suffered more severely during this pressure than the woolen manufacturers. With large stocks of goods and of wool, at high cost, and with the public warehouses loaded down with foreign woollens, many, and among them some of our largest corporations, failed, while others were severely crippled, and obliged greatly to curtail their operations. This put almost an entire stop to the sales of the raw material from the middle of September to the close of the year, producing a decline in prices varying upon different grades, from 25 to 33½ per cent., and still greater in some few less favored descriptions.

As, however, the high prices paid in the country by manufacturers left little margin for the operation of dealers, a less amount than usual reached the market, and the stock of domestic wool varied but little at the close of 1857 from that at the close of 1856, say 900,000 lbs. fleece, and 300,000 lbs. pulled. In some of the other markets it was materially lighter, and in none, we believe, heavier than in the last mentioned year; still, there was a greater accumulation of stock in some of the producing regions.

The entire stock of American fleeces in the various markets at the close of the year, we think, did not vary much from 5,000,000 lbs., while in the country we cannot find trace of more than about the same quantity, making an aggregate of 10,000,000 lbs. for sale. But as we have found the stock in the hands of manufacturers to vary but little from 9,000,000 lbs., this estimate of stock would indicate a greater falling off in the production of the country than is reasonable to suppose, though all admit that there has been some diminution. The supply of pulled wool has been materially less than last year, showing much less slaughter of sheep, and consequently the promise of a material increase of the clip of 1858.

Thus far, strange to say, the wool growers have alone reaped advantage from the operation of the change of

tariff, and the prospect is now that its equalizing effects in raising and sustaining the prices of wool throughout the world will alone save them from ruinously low prices for the approaching clip; American wools having brought at the late sales in England prices fully as high as those obtained here.

We believe, however, that the manufacturers, grower and importer, are soon destined to share its benefits alike, for, being sure of the raw material on the same terms as the most favored countries, with a protection adequate to enable us to manufacture goods by the exercise of skill and economy, sufficiently cheap to defy competition from abroad, we shall no longer be obliged to depend on foreign countries, as heretofore, for more than half the woolen goods that we consume.

The annexed table of imports of foreign wool shows the stimulus given to this branch of the trade by the change of duty, the aggregate import the past year having been nearly, if not quite, double that of either of the two preceding years.

This, with a healthy trade, and machinery in full operation, would not, however, have been beyond the wants of the country, for all commenced the year with almost no stock, having just cleared the markets of the accumulation of January, 1855, when the stock in market was considerably larger than January, 1858.

An analysis of the increased imports shows from England over 3,000,000 lbs. against about 300,000 lbs. last year. Of this, however, about two-thirds were returned, and in addition there was exported thence of other wools fully enough to balance this item.

**BUENOS AYRES.**—From this country the increase was inconsiderable, owing to the exorbitantly high prices obtained there.

**TURKEY.**—The import from Turkey was larger than ever before, more than double that of last year, and most of it bought at exceedingly high prices.

**RUSSIA.**—From this country our wool trade is in its infancy, and we may expect it to become very considerable.

CAPE OF GOOD HOPE.—This trade has been gradually increasing, and this wool is growing in favor with our manufacturers. A fair and constant supply of it will, by extending our variety of manufactures, increase rather than diminish the demand for domestic wool, as the two kinds, for some styles of goods, can be more advantageously used together than alone.

From other countries there has been no marked increase in our imports, save from France, and the wools thence were mostly those of Turkey or Russia.

In conclusion, we present the following statistics to show the peculiar advantages which this market, with its railroad facilities, reaching to all of New England, as well as to the manufacturing districts of New York, has for a large share of the wool trade of the country. According to the census of 1850,

The whole capital employed in the woolen manufacture in the United States, was .....	\$28,118,650
Of which New England furnished nearly 63 per cent. ...	17,667,892
And the State of New York .....	4,459,370
Total amount of wool required for all .....	70,868,829 lbs.
Of which New England used about 60½ per cent ...	43,118,059 do
And New York State .....	12,538,776 do

Our imports correspond in proportion very nearly with the above per centage manufactured in New England, as will be seen by the annexed table of the Government returns of wool imports into the whole country and at this port, for a series of years, made up to the termination of each fiscal year, viz., June 30th.

COMPARATIVE TABLE OF IMPORTS OF WOOL AT BOSTON.							
YEARS ENDING DECEMBER 31.	1852	1853	1854	1855	1856	1857	Imported at New York.
England .....	1,176,751	1,973,890	1,031,379	325,529	41,395	3,126,883	1,488,987
Buenos Ayres .....	2,536,460	2,950,297	3,903,396	970,810	1,883,125	2,260,011	4,720,068
Turkey .....	2,174,462	4,013,340	{ 3,957,544 357,886 }	{ 3,195,367 204,785 }	2,505,590	5,241,082	572,114
France .....	3,712	894,154	388,396	117,680	33,691	507,236	1,408,863
Cape of Good Hope .....	206,509	946,333	450,487	117,680	570,740	2,506,716	30,970
Brazil .....	15,925	20,423	5,336	.....	32,958	5,496	162,588
Peru and Chili .....	2,748,869	2,564,561	2,533,609	2,402,601	3,211,467	3,045,440	124,283
British Provinces .....	6,930	6,901	473	1,163	4,619	2,191	.....
Dutch West Indies .....	43,966	6,275	3,170	.....	.....	.....	20,992
Malta .....	87,298	375,113	491,154	.....	142,722	293,023	98,595
Scotland .....	.....	.....	73,855	.....	.....	.....	.....
Tuscany, &c. ....	9,320	264,390	32,163	.....	.....	.....	315,915
British West Indies .....	.....	.....	578	.....	.....	.....	12,837
British East Indies .....	44,965	9,250	12,974	.....	.....	281,026	281,553
Austria .....	.....	.....	176,733	.....	.....	107,771	88,167
China .....	.....	.....	.....	24,980	.....	.....	90,899
Spain .....	116,541	288,489	.....	.....	.....	74,451	84,329
Danish West Indies .....	.....	43,966	.....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....	.....	356,084	546,519
Sandwich Islands .....	.....	.....	.....	.....	.....	2,440	4,716
Northern Africa .....	.....	.....	.....	.....	.....	131,281	.....
Greece .....	.....	.....	.....	.....	.....	.....	100,910
Sundries .....	.....	424	1,175	.....	.....	.....	35,187
	9,144,884	14,351,641	13,398,503	7,245,996	8,425,807	17,941,081	10,183,492

## STOCK OF FOREIGN WOOL ON HAND, AT BOSTON, JANUARY 1

	1855		1856		1857		1858	
	BALES	LBS.	BALES	LBS.	BALES	LBS.	BALES	LBS.
Smyrna Syrian Donakoy .....	9,050	8,500,000	4,530	1,750,000	1,557	580,000	8,030	2,945,000
Buenos Ayres .....	2,120	1,500,000	393	270,000	213	140,000	695	500,000
Valparaiso .....	2,000	700,000	2,900	800,000	.....	.....	3,400	1,050,000
Chilian, Merino, and Mestiza .....	300	100,000	250	80,000	30	12,000	140	55,000
Peruvian .....	.....	.....	.....	160,000	.....	250,000	.....	200,000
East India .....	350	100,000	.....	.....	.....	.....	880	296,000
African .....	2,644	950,000	967	320,000	443	140,000	928	300,000
Cape of Good Hope and Australian .....	900	350,000	63	20,000	58	18,000	1,649	720,000
	17,364	7,200,000	8,503	3,400,000	2,301	1,140,000	15,722	6,066,000

Total Stock in New York ..... 7,504 ..... 2,271 ..... 12,711

Additional Stock, January 1, ..... Chinese, 140,000 lbs. .... Spanish, 75,000 lbs.

*Abstract of Wool Imports from Government Returns for the fiscal years ending June 30.*

Imports United States, } years ending June 30,	1853	1854	1855	1856	1857
	.....	21,595,079	.....	20,200,120	.....
Imports at Boston, same time, .....	.....	12,564,084	.....	12,536,101	.....
Boston per centage of all, .....	58.18	.....	62.59	.....	60.12
				58.16	.....
					56.66

## WHOLESALE CLOTHING TRADE.

[Furnished by J. J. WHITING, Esq., a member of the Board.]

The financial "crisis" of the past year affords an ample field for the reflection of merchants in all branches of business.

In the midst of almost unexampled prosperity, when the farmers at the south and west, and the manufacturers and traders at the north and east were apparently in a most prosperous condition, all were overtaken by a storm, which, in the end, was felt throughout the whole commercial world. That one of the causes of the "crisis" is to be ascribed to the existing system of *long credits*, will be doubted by none who have given the subject a careful consideration. And I am quite sure that upon no class of business men does the long credit system bear more heavily than upon the wholesale clothiers. The credit usually allowed by them is much longer than is common by dealers in other goods, while a large proportion of their stock is paid for in actual cash to the persons employed in manufacturing.

For the first six months of the year this branch of business in this city appeared to compare favorably with that of other seasons, although no particular increase of sales was noticeable. In the last half year the demand for goods from the West nearly ceased; and many houses found themselves burdened with large stocks of fall and winter garments, with slight demand for them.

With a view to relieve themselves of their surplus stock, and to supply their immediate wants for cash, they were induced to open their rooms to retail customers, and to dispose of their goods at ruinously low prices.

This course, although in some instances supplying their immediate wants for cash, operated at last much to their disadvantage; as it was found that the retailer could not come into successful competition with the wholesale dealers; that the former must suspend, and the latter



must lose by the retailers, what they had gained from the consumer.

Owing to the suspension of several large houses in the trade, the quantity of goods manufactured for the spring sales will not be as large as heretofore. The call, however, from the West, being much less than in former seasons, the supply will be equal to the demand.

Various causes operated in 1857 in favor of manufacturing stock of clothing at cheap rates. 1st. The increase in the variety and perfection of sewing machines at low prices, thus allowing many persons of moderate means to possess an instrument which greatly facilitates and increases labor. 2d. The suspension of many of the cotton and woolen mills of New England left unemployed a class dependent upon their daily labor for support, who gladly availed themselves of any occupation which might present itself, even at reduced prices. 3d. The large auction sales of woollens in the early part of the season established prices in market much below those of the former year. Large stocks of woolen goods, pledged as collateral by manufacturers, were also to be found in the hands of the commission houses. These having been mostly disposed of at reduced rates, rates, an advance may be anticipated on the goods being received.

The larger portion of the clothing business of this city being with the West and North-west, an extensive trade is not anticipated this spring, because the merchants in these sections of the country have not paid as promptly as usual; and because another crop must be raised and sent to market before they can appear here with restored credit or freedom from debt. Within a few years an increase of trade with the northern portion of the Middle States and with Missouri has been noticeable in Boston, our styles of goods being preferred, as better adapted to their wants, than those of New York; and with proper care and continued attention to the requirements of these markets, a still greater increase may be anticipated.

In view, however, of the abundance of agricultural wealth at the West, and the increasing abundance of money at the East, it is believed that a revival of business will take place early in the fall ; and although the return of confidence may be slow, it will lead surely and progressively to prosperity.

## ARRIVALS AT BOSTON FROM FOREIGN PORTS, AS COMPARED WITH NEW YORK, PHILADELPHIA, BALTIMORE AND NEW ORLEANS.

[This paper, and the four which immediately follow, prepared by WILLIAM BABSON, a member of the Board.]

From	Boston	New York	Philadelphia	Baltimore	New Orleans
England .....	110	583	75	30	1136
Cuba .....	289	967	163	81	311
British East Indies .....	98	37	....	....	....
Mediterranean .....	111	179	48	22	66
Russia .....	23	8	....	....	....
China* .....	6	41	....	....	....
Chili .....	15	2	....	12	....
Turkey .....	24	7	....	....	....
Manilla, Batavia, etc. ....	24	20	....	....	....
Brazil .....	17	151	45	74	83
Buenos Ayres .....	15	26	....	3	....
Hayti and St. Domingo .....	161	174	15	....	....
Porto Rico .....	7	192	16	56	7
British West Indies .....	29	261	54	90	25
British America, meaning Nova Scotia, New Brunswick, Cape Breton, Prince Edward Island, Newfoundland, Can- ada, etc. ....	1913	342	77	73	....

\* It should be remembered that about half the ships which arrive at New York from China, are owned in Boston.

The commerce of Boston with many parts of the world, as will be seen, is very extensive. That the ships we employ in the East India and China trade are among the best afloat, need not be said. When we consider our superior advantages, we wonder that our commercial relations with Brazil, Porto Rico, the British and Danish West Indies, are not more intimate; certainly, if we will, our trade with all can be increased.

### THE GROCERY TRADE.

Boston occupies a position highly respectable in this branch of business; indeed, it is the greatest grocery market in the United States, New York alone excepted.

We append a statement of the receipts at this port for 1857, and also those of New York—rejecting fractions.

	Boston.	New York.
Flour, bbls .....	1,100,000	.....
Teas, lbs .....	3,100,000	16,000,000
Honey, galls .....	83,000	303,000
Molasses, galls .....	6,350,000	10,600,000
Olive oil, galls .....	47,000	44,000
Do baskets .....	26,000	86,000
Brown sugar, lbs .....	92,000,000	472,000,000
White sugar .....	542,000	.....
Syrup, lbs .....	65,000	1,400
Almonds, lbs .....	367,000	1,000,000
Currants, lbs .....	474,000	1,900,000
Figs, lbs .....	4,500,000	379,000
Dates, lbs (Salem) .....	941,000	1,113
Raisins, lbs .....	2,400,000	10,200,000
Oranges, boxes .....	177,500	211,000
Nuts, lbs .....	1,600,000	2,000,000
Mace, lbs .....	14,000	32,000
Nutmegs, lbs .....	201,000	324,000
Cinnamon, lbs .....	32,000	45,000
Cloves, lbs (Sal'm & Glo'sr	562,000	6,000
Pepper, lbs .....	2,000,000	2,700,000

## TRADE WITH HAYTI.

The depression of our manufacturing interests has had a serious effect upon this trade, and great losses have occurred. The arrivals at New York from Hayti, for the year ending June 30, 1857, were 166, and at Boston, 153; from which it will be seen that our business with that island is very large. There is no reason why, with the revival of trade, our commercial intercourse should not be still more extensive, for the Haytiens want the very articles which we produce and manufacture for export, while we need their furniture and dye woods, their coffee and fruits. The principal imports in 1857, as compared with 1856 :

	1857.	1856.
Coffee bags.....	42,505	43,789
Logwood, tons.....	17,752	19,715
Fustic, tons.....	158	402
Do pieces.....	6,308	4,665

## MEDITERRANEAN AND FRUIT TRADE.

This business has participated in the general depression. Our interest in this direction is second only to that of New York, while in the import of several kinds of Mediterranean goods we greatly surpass that city. Although the imports of some leading articles have not been excessive, the prices have been low, and the sales, in consequence of the scarcity of money, quite limited. The following table exhibits the principal receipts for the year 1857, and also those of the previous year :

	1857.	1856
Lemons, boxes .....	64,598	51,031
Oranges, boxes .....	121,301	89,375
Figs, drums.....	360,393	360,605
Figs, cases.....	11,133	6,566
Raisins, casks.....	2,129	1,057
Do drums .....	12,871	7,354
Do boxes .....	141,941	103,936

## THE COFFEE TRADE.

Well-informed persons, we incline to think, without facts and figures before them, would be apt to state that this trade is large, even as compared with the principal importing cities in the United States. We may claim, perhaps, that as relates to the article of Java coffee, our imports are very considerable; but we are compelled to admit, that from Brazil, the great coffee country of the world, our receipts are very limited. We may not hope, as yet, to supply our countrymen south and west, but we see no reason why, when some other branches of business which belong to us shall have been restored, we may not compete with New York, Baltimore, and New Orleans, in the coffee trade. The following are the imports, in 1857, at the four principal ports:

Boston, pounds .....	13,500,000
New York .....	84,000,000
Baltimore .....	34,000,000
New Orleans .....	70,270,000

## THE BUILDING OF STEAM VESSELS, ETC.

[Communicated by ROBERT B. FORBES, Esq., a member of the Government of the Board.]

In answer to your inquiries as to the capability of our mechanics to build steamships as well or better than our New York or Philadelphia friends, I would offer a few remarks. As to the hulls of wooden vessels, it will probably be conceded, without argument, that we can do that part with credit, at least equalling New York, and it is not too much to say, excelling those built at more southern ports.

And in regard to iron hulls, we can compete with New York and Philadelphia in all respects, excepting a small additional cost for the plates, where English iron is not

required. This quality can be got as cheap here as at any other Atlantic port.

In relation to heavy forgings for shafts, cranks, &c., I believe we can compete, in quality and price, with any American manufacturers, as there are works in the State, on the line of railroads, where such work is done in first rate style. The shaft of the Russian propeller, now nearly ready for sea, at this port, is the best piece of work of the kind I have ever seen. So, again, in regard to large castings; whenever a demand for them shall spring up, we can get them in the neighborhood as good as in any other part of the States; and if there are no very large boring tools now in operation for completing large cylinders, the demand for a single ship would soon bring them into active operation. It is true that we have no very extensive machine shops, like the largest in New York and Philadelphia; and if we were called upon to-morrow to contract for a line of first-class ocean steamships, we should not perhaps find any single concern in Boston with capital and tools ready for the work; but we have skill and intelligence here to undertake the work, and fidelity enough to complete it. I doubt, if in any port of the United States, there are greater facilities for getting the different parts of a large machine together than in Boston; though in some localities, as Cold Spring and others, in the State of New York, all the parts of steam engines may be constructed in the same establishment, except the forging, while we should have to invoke the aid of others in this vicinity for our heavy castings and forgings. In relation to quality and price, it matters not whether all the parts of a machine can be made in the same shop or not, so long as the contractor has the money to command, and the skill to select the best work in other establishments. Indeed, the chances of getting a first rate article are better where the contractor has to go to several establishments for his heavy forgings and castings, than if all were made at one. An establishment which does little but forge iron on a large scale, generally does

the work better than one where it is only done occasionally; and so with castings: therefore, it is immaterial whether we can do all the work in Boston, as some establishments do in the State of New York, or whether we must go to neighboring towns for the heavy parts in the rough.

All past experience warrants me in saying that the talent and capital exist in Boston for building steam machinery, and that it can be done *as well* as in any part of the Union, and *as cheap*; perhaps not so rapidly as where large gangs of men are already employed, and large tools already exist. The Boston mechanics would be unwise to get up extensive establishments for building large steam machinery in advance of the demand. But as soon as a demand shall spring up, there are machinists who need only a few tools to finish the largest machinery. It would be quite as unreasonable to ask our machinists to keep a large gang of men always on hand, as to expect them to be provided, in all other respects, for building steamships.

As to the smaller class of steam vessels, *we are ready to-day* to compete with any part of the United States, except in the slightly enhanced cost of coal, and of some kinds of iron. Our intelligence, our industry, our water, our land conveniences, and all the elements combined in a well-ordered community, are equal to any and superior to most in the country. The swing of the carpenter's axe, the blacksmith's sledge, and the clang of the riveter's hammer, have a very superior sound to those wielded in any latitude south of New York; and they are set to a tune quite equal to hers. Our days are as long, and our sunlight as bright, as at any other point, and I cannot understand why we should go to New York to-day for any moderate sized machinery.

We have specimens of Boston work all over the country, in stationary engines, and some very creditable ones in steamships.

The machinery of the tow boat bearing my name, built in 1844-5, has performed much hard service, and is yet in

perfect order, and will wear many years longer. The machinery of the Rajah Wally, the Sir John Harvey, Robert Rankin, Carioca, the Antelope, Voyageur de la Mer, Argentina, and others, with which I am not so familiar, bears evidence of quality unsurpassed in the United States for solidity and finish. Why, then, have Boston merchants gone to New York and Philadelphia for steam vessels? I can answer for myself only: as far back as the Massachusetts, Edith, and Midas, I went to New York, not because I expected better machinery than I could get here, but simply for the reason that greater facilities and more experience in propellers existed there *at that time*, than here. Our principal machinists were full of work in their comparatively small establishments, and I expected to save time, and thereby money, by getting the machinery made there. If I had declared my independence of "foreign alliances," and had contracted for the machinery in Boston, as I did for the hulls, I should have done better. *At this time* our situation is different. We are not overtasked with small work; we have the necessary experience; and in all respects, excepting the cost of iron and coal, we are prepared to compete with the best establishments in the United States. Perhaps I may venture a suggestion as to the reason why other merchants have gone to New York and Philadelphia for steamships recently. This may be because parties in those cities, having a large stock of patterns and a large corps of workmen on hand, were prepared to say at a word what would be the cost of a steamship from truck to keelson, from shaft to gauge cock, and to do it in a stereotyped way, at short notice.

I would not say one word of disparagement of our neighbors' work; but I will say, emphatically, that the work in wood and in iron, in steel and in brass, which I have had done here in steam and in sailing ships, has been of superior quality to that done for me in New York.

New York can, and doubtless does, turn out as good machinery as any city, when her machinists are paid an equivalent; but the demand in that city has for many



years been for light work, for cheap machinery, and sometimes for cheap hulls. I think, on the whole, they can beat us in this respect, especially in their river boats; but if solid, highly finished machinery be required, the New Yorkers must be paid for it as well as ourselves. It is very false economy to put light and cheap machinery into sea-going ships. Recently, (I mean since the establishment of the Bremen steamers,) a great improvement has been made in the construction of steam machinery, and especially in the Collins line, and in some of the California steamers; and American machinery begins now to hold up its claims to the world for its durability.

Why cannot our Boston machinists take advantage of the knowledge and experience of others in this respect? They can read, and they are as quick-sighted as any other people. If Boston cannot at least build her own steamships (and that is all I ask or expect for some time to come,) it is the fault of her merchants. It is a libel on the intelligence of our mechanics for any one to go to New York or Philadelphia, unless for the express purpose of getting a *cheap* ship; not a *cheaper* ship, be it remarked, taking the actual value and quality of the work into account, than we can get up here.

I cannot close this letter without saying a word on the superior qualities of iron over wooden vessels. This is a branch of business which is yet in its infancy in the United States, but which is beginning to attract attention, and which must soon be so far advanced towards maturity as to open the eyes of the public.

What constitutes the difference of cost between a wooden and an iron hull? This is merely in the shell itself; each has the same beams in capacity, if not in number; the same decks, stanchions, bulwarks, waterways and covering boards; but there is a considerable saving in knees and thick stringers. I am of opinion (and it is an opinion which I am now testing,) that an iron brig of 266 tons can be built and made ready for sea *at the same cost* as a wooden one of 316, or 50 tons larger. The iron vessel will carry as much dead weight, *and draw*

*no more water*, and as much measurement cargo, and in many cases *draw less* than the other. Let us look at the figures :

50 tons more measurement, at \$45 per ton, is .....	\$2,250
Coppering the wooden vessel once, .....	2,000

Leaving for extra first cost in shell, .....	\$4,250
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which I think will amply pay the difference,—say \$16 per ton on 266 tons. The wooden vessel must be coppered every three years, and caulked frequently; and at the *tender* age of five years in a warm country will be rotten, while the iron vessel will last, with care, four times as long; and if the wooden vessel comes in contact with another, or with the ground, she will go to pieces, while the other will remain tight and strong. The wooden vessel may have imperfect wooden or perfect iron bulkheads; but they cannot be relied upon as in a ship of iron. If a wooden ship springs a leak, there is difficulty in finding it; but a leak in an iron ship can be easily found and easily stopped, particularly if she is built as she ought to be, with reference to such a possible event. The shell should be exposed in every part, so that no wood shall come in contact with the main shell, and this should always be in sight.

The principal valid reasons given for not building iron ships in the United States have been: the fouling of the bottom in tropical climates, the deviation of the compasses from the large amount of local attraction, and the first cost of the material. It is hoped that the patent paint now in use will prevent the fouling; that the corrections applied so successfully by Capt. Morris will settle the errors of local attraction, and that the durability of iron will render the first cost an objection to those only who *prefer* an inferior article.

Much more might be said on the comparative merits of wooden and iron ships, and on the want of patronage to Boston machinists, from those most deeply interested. But the limits of a letter admit barely of general remarks, and of an acknowledgment on my part that there are

many who can treat the subject much more fully than I can, by giving figures and statistics, which I have not at hand.

Since the simple object in view is to elicit the truth, and to ascertain whether steam vessels can or cannot be built at as low cost in Boston as elsewhere, we deem it but just that the machinists be allowed to speak for themselves. We add, therefore, to the communication of Mr. Forbes the substance of several letters addressed to the Secretary.

Says one:—"I am prepared to employ from two hundred to three hundred men in the different branches of my business. Some years since I made up my mind that the time was not far distant when many of the merchant vessels would be provided with steam engines and propellers, as an auxiliary power, and I have fitted up my establishment with the view of making the manufacture of engines and steam boilers for screw steamers, my principal employment. I have built the machinery for several steamers, which have been quite successful. I also remodelled the machinery of one of the United States steamers, which has since run under steam, during her three years' cruise, a greater number of days without accident to her machinery than any other steamer in the Navy. I am now prepared to contract to build engines, boilers, &c., for vessels of any size, from one hundred to three thousand tons. \* \* \*

"In 1846 the U. S. Government contracted for four steamers, which were built as follows:—The *Powhattan* at Norfolk, Va., the *Susquehanna* at Baltimore, the *San Jacinto* at Philadelphia, and the *Saranac* at Boston. At that time the opinion was expressed by some of the southern manufacturers that 'the steamer building at Boston would never be finished;' but she *was* finished, and put in commission one year before either of the others. I mention this fact to show that machinery *has been* completed here even more promptly than in southern cities. \* \* \* The castings for the machinery of the *Saranac* were the heaviest engine castings ever made in this State. They

were pronounced equal, if not superior, to any ever made in this country, and the steamer *Saranac* has proved superior, as far as machinery is concerned, to any steamer built by contract for the United States Government.

\* \* \* \* \*

“It may not be considered out of place for me to mention, that in years past the Boston merchants, in a measure, discouraged the machinists here by contracting in New York and Philadelphia for much of the steamboat machinery. But I hope that in future they will consider it for their interest to avail themselves of the facilities within their reach at home; thus stimulating a branch of business which can be carried on more successfully in Massachusetts than in any other State in the Union.”

Another writes:—\* \* \* “From my own personal knowledge and experience, I am prepared to state that every facility exists here, and many *peculiar* advantages, for the construction of ocean-going steamers, as has been already demonstrated, by the completion of some of the most efficient and successful steamers afloat, of wood as well as of iron. From the too prevalent opinion among those who have not the opportunity of knowing the facts, (that New York has means and skill superior to Boston,) there is great danger that we shall fail to sustain the position to which we are justly entitled, in the construction of steam machinery and engines. \* \* \* \* \* Certainly, some associated and well-directed exertion should be made to secure the building and equipping of such steam vessels as are to run from Boston to other ports, and are to be built in part or entirely by Boston merchants.”

A third remarks that:—“The building of iron steam vessels, we believe, is destined to become the greatest mechanical business of our country, owing to the superiority of iron for strength and durability, as a material for ship building. Iron steam vessels, we think, can be built in this country at a price so near to the cost of those of wood, that no person acquainted with the increased capacity, durability, strength and safety of vessels built of iron, would hesitate to pay the difference. The insurance on

merchandise in iron vessels is itself a great saving of expense. Boston has, it is well known, superior facilities for building iron vessels, with her deep water on nearly all sides, large and convenient ship yards, machine shops, foundries, and good mechanics."

A fourth suggests that:—"The first and most obvious thing to be done to benefit the trade of Boston is to *retain here all the business that legitimately belongs to it*, instead of going abroad for what can be better done at home. In every branch of the manufacture of machinery that has been prosecuted to a settled business in New England, her mechanics can defy competition. \* \* \* \* \* Every year an amount of Boston money is sent away, sufficient to furnish business for an engine manufactory; \* \* \* and yet, as we are informed, not a steamer is afloat, of Boston manufacture, employed in general commerce, or for carrying freight or passengers, while other cities that we have not been accustomed to regard our superiors in enterprise, are sending their steamers to do our business, and from it derive their support. Boston ships, in the estimation of the world, rank with the highest, and indicate the present state of naval architecture. Boston engines, both locomotive and stationary, also rank second to none. \* \* \* \* \* Why then should we continue in the ignoble position which we occupy?"

Still another says that:—"The business of manufacturing machinery in Boston is, and has been, for more than two years, in a very unprosperous condition. There are no less than five large machine shops in the city, which in the aggregate ought to employ at least one thousand workmen, but in which there is an entire cessation of business, and the machine shops which are continued in operation do not average, as is believed, near one half of the business that they are calculated to do."

While a sixth announces that having extensive shops, they are prepared to contract for "marine engines and boilers, iron ships and steam screw propellers, with their engines, together with every description of steam marine machinery."

# WEEKLY STATEMENTS OF THE BANKS IN BOSTON, 1857.

DATE	CAPITAL STOCK	LOANS AND DISCOUNTS	SPECIE IN BANK	DUE FROM OTHER BANKS	DUE TO OTHER BANKS	DEPOSITS	Circulation
Jan. 5 .....	\$31,960,000	52,770,819	3,823,986	7,171,114	4,489,271	16,975,583	7,316,349
12 .....	Do	53,440,859	3,849,416	6,937,793	5,096,264	16,493,751	7,523,663
19 .....	Do	53,718,180	3,887,966	7,222,089	5,194,163	16,824,961	7,531,336
26 .....	Do	53,604,063	3,904,765	6,028,030	5,630,385	15,974,686	6,882,614
Feb. 2 .....	Do	53,545,358	3,922,359	6,486,150	5,755,118	16,091,703	6,816,169
9 .....	Do	53,962,533	3,840,501	6,523,780	5,960,790	15,965,618	6,996,357
16 .....	Do	53,862,115	3,519,763	6,022,461	5,796,412	15,375,490	6,741,914
23 .....	Do	53,278,442	3,110,529	6,610,512	5,541,631	15,093,229	6,870,622
Mar. 2 .....	Do	52,766,624	2,904,133	6,712,893	5,180,232	15,027,091	6,604,529
9 .....	Do	52,796,404	2,879,160	7,166,723	5,206,621	14,889,428	7,160,064
16 .....	Do	52,593,181	3,042,247	6,781,393	4,883,026	15,237,894	6,623,152
23 .....	Do	51,715,164	3,239,282	6,833,736	4,959,738	15,537,778	6,577,904
30 .....	Do	52,872,232	3,329,139	6,862,771	5,078,888	15,856,890	6,423,018
April 6 .....	Do	53,244,780	3,572,982	7,847,429	5,047,720	17,154,617	7,011,561
13 .....	Do	53,574,582	3,687,323	7,588,902	5,658,683	17,116,381	7,263,323
20 .....	Do	53,450,927	3,693,430	8,289,716	5,651,565	17,590,116	7,554,841
27 .....	Do	53,098,637	3,699,510	7,204,888	5,369,551	17,227,067	6,841,471
May 4 .....	Do	52,970,335	3,720,485	7,539,569	5,022,481	17,643,753	6,934,141
11 .....	Do	52,841,506	3,932,217	7,571,490	4,803,107	17,712,652	7,166,048
18 .....	Do	53,105,759	3,933,890	7,023,598	4,498,214	17,933,819	6,889,391
25 .....	Do	53,004,909	4,033,782	7,284,431	4,455,121	18,269,681	6,779,176
June 1 .....	Do	53,100,095	4,063,622	6,582,518	4,392,700	17,945,390	6,584,121
8 .....	Do	53,353,298	3,941,607	7,171,137	4,287,205	18,321,244	6,941,461
15 .....	Do	53,664,579	3,972,421	6,771,370	4,569,083	17,971,343	6,796,720
22 .....	Do	53,766,569	3,890,035	7,254,775	4,556,495	18,127,189	7,103,307
29 .....	Do	53,757,610	3,734,689	6,297,970	4,806,127	17,527,818	6,469,561
July 6 .....	Do	53,949,556	3,594,546	8,173,345	4,725,065	18,512,820	7,845,855
13 .....	Do	54,005,985	3,295,954	7,539,966	5,064,398	17,344,264	7,234,425
20 .....	Do	53,704,271	3,077,443	7,933,406	5,010,232	16,908,324	7,499,681
27 .....	Do	52,621,768	2,922,042	6,675,837	4,633,041	15,949,968	6,624,536

*Weekly Statements of the Banks in Boston, continued.*

DATE	CAPITAL STOCK	LOANS AND DISCOUNTS	SPECIE IN BANK	DUE FROM OTHER BANKS	DUE TO OTHER BANKS	DEPOSITS	Circulation
Aug. 3 .....	\$81,960,000	52,740,677	8,185,966	6,755,666	4,170,548	16,466,269	6,590,674
10 .....	Do	53,251,060	8,352,962	7,000,485	4,233,424	16,929,490	6,960,334
17 .....	Do	53,420,244	8,460,861	6,538,558	4,407,747	16,762,957	6,768,335
24 .....	Do	53,516,556	8,497,396	6,321,044	4,383,812	16,755,958	6,665,664
31 .....	Do	53,358,272	8,481,802	6,186,291	4,223,992	16,564,672	6,557,389
Sept. 7 .....	Do	53,029,809	2,865,408	6,982,900	4,430,547	15,798,601	6,963,218
14 .....	Do	51,762,591	2,529,788	6,999,918	4,238,817	14,525,978	6,800,602
21 .....	Do	50,504,104	2,370,887	6,491,508	3,894,722	13,173,669	6,616,214
28 .....	Do	49,765,006	2,624,061	5,908,779	3,441,308	12,988,391	6,232,202
Oct. 5 .....	Do	49,315,985	2,562,980	6,112,602	3,201,817	12,961,416	6,287,678
12 .....	Do	48,913,064	2,641,492	6,125,160	3,240,454	13,439,880	6,355,002
19 .....	Do	48,454,479	2,560,119	5,740,308	3,468,530	12,776,248	6,071,113
26 .....	Do	49,426,969	2,308,809	5,894,680	3,628,719	13,965,999	6,014,373
Nov. 2 .....	Do	50,195,747	3,060,686	5,442,643	3,809,326	14,624,351	5,970,644
9 .....	Do	50,560,601	3,337,028	5,952,528	4,295,222	14,778,541	6,223,083
16 .....	Do	50,764,215	3,694,887	5,753,413	4,417,216	14,993,519	6,141,330
23 .....	Do	50,914,282	3,960,168	5,923,866	4,229,345	15,703,215	6,078,418
30 .....	Do	50,747,968	4,160,692	5,987,566	4,277,163	15,751,078	6,040,767
Dec. 7 .....	Do	50,822,268	4,265,530	6,340,313	4,172,469	16,185,465	6,230,151
14 .....	Do	50,783,584	4,350,000	5,825,323	4,139,238	15,937,394	5,883,618
21 .....	Do	50,209,477	4,579,092	5,817,917	4,064,847	15,806,033	5,627,407
28 .....	Do	50,376,999	4,739,416	5,688,073	3,996,321	16,323,644	5,530,385

# MONTHLY STATEMENTS OF THE BANKS IN MASSACHUSETTS, OUT OF BOSTON, 1857-8.

DATE	CAPITAL STOCK	LOANS AND DISCOUNTS	SPECIE IN BANK	DUE FROM OTHER BANKS	DUE TO OTHER BANKS	DEPOSITS	Circulation
<b>1857</b>							
January 3 ....	\$26,611,980	46,964,342	1,061,770	3,807,945	408,859	6,687,518	16,168,812
January 31 ....	26,566,762	46,558,483	1,070,332	4,268,833	458,053	6,721,584	15,977,852
February 28 ...	26,881,666	47,199,814	1,073,961	4,061,849	459,176	6,716,267	15,881,940
April 4 .....	26,834,375	47,697,488	1,053,003	4,237,065	429,698	6,748,861	16,407,552
May 2 .....	26,847,500	48,002,135	1,068,265	4,675,750	408,503	7,214,080	17,468,816
May 30 .....	26,885,000	47,279,719	1,089,314	4,166,501	396,270	6,944,326	16,396,506
July 4 .....	27,298,880	47,847,487	1,112,818	4,086,126	381,915	7,061,861	16,354,412
August 1 .....	27,811,389	49,019,806	1,116,554	3,801,395	434,983	7,102,398	16,235,132
September 5 ...	28,192,495	49,355,964	1,100,080	3,482,525	497,678	6,860,664	15,759,025
October 3 ....	28,256,125	47,851,000	1,030,631	3,059,332	490,805	5,935,275	14,023,092
October 31 ....	28,362,780	48,393,570	1,006,827	3,095,832	462,165	5,643,834	11,080,149
December 5 ...	28,425,722	41,659,733	1,167,885	3,685,765	388,486	5,604,065	10,097,149
<b>1858</b>							
January 2 ....	28,426,960	41,224,073	1,294,563	3,731,233	290,985	5,651,908	9,590,773
January 30 ....	28,290,550	41,321,781	1,368,273	4,171,909	267,399	6,018,306	9,960,523
February 27 ...	28,194,250	41,556,977	1,888,547	4,224,797	290,065	6,196,738	9,887,107

It must be remembered that every one of these banks is obliged to keep a deposit of specie in Boston, which is not included in the above returns. The whole number of country banks is one hundred and thirty-seven.



# BOSTON BOARD OF TRADE.

## STATISTICAL TABLES.

[These *thirteen* tables, with the accompanying statements, A and B, contributed by R. S. S. Andros, Esq., Deputy Collector of the Customs, and a member of the Board.]

### I.

*STATEMENT of the declared value of Goods, Wares and Merchandise, of the growth, produce and manufacture of the United States, EXPORTED from the District of Boston and Charlestown to Foreign Countries, during the years ending June 30, 1846-57.*

	Total.	Gold and Silver Coin and Bullion included in the foregoing.
Year ending June 30, 1846 .....	\$6,669,595	\$56,574
Do do 1847 .....	7,872,992	30,018
Do do 1848 .....	8,149,933	191,100
Do do 1849 .....	6,714,590	33,597
Do do 1850 .....	6,953,528	170,847
Do do 1851 .....	8,269,645	805,925
Do do 1852 .....	11,110,010	3,970,025
Do do 1853 .....	15,203,203	3,736,939
Do do 1854 .....	16,408,341	4,930,487
Do do 1855 .....	22,970,460	12,022,598
Do do 1856 .....	24,673,577	11,860,362
Do do 1857 .....	24,894,019 *	12,712,438

*STATEMENT of the same for the year ending December 31, 1857.*

	Total.	Gold and Silver Coin and Bullion included in foregoing account.
In American Vessels, Quarter ending Mar. 31	\$2,268,246	\$26,902
In do do do June 30	2,784,875	33,000
In do do do Sept. 30	2,047,514	28,650
In do do do Dec. 31	2,639,845	7,730
	\$9,740,480	\$96,282
In Foreign Vessels, Quarter ending Mar. 31	\$1,092,551	\$760,923
In do do do June 30	4,702,879	4,059,882
In do do do Sept. 30	2,358,729	1,755,823
In do do do Dec. 31.	1,124,548	637,529
Total, Foreign Vessels .....	\$9,278,707	\$7,214,157
Total, American Vessels, as above ..	9,740,480	96,282
Total .....	\$19,019,187	\$7,310,439

I. — (CONTINUED.)

STATEMENT of the quantity and value of Goods, Wares and Merchandise, of the growth, produce and manufacture of the United States, EXPORTED from the District of Boston and Charlestown during the year ending on the 30th of June, 1857, as compiled from returns to the Treasury Department.

Articles.	Quantity.	Value, Dollars.
Ashes —		
Pot and pearl, . . . . . tons,	3	600
Ale, beer, porter and cider, . . . . . galls.	1,759	} 3,662
Do do . . . . . bottles,	18,504	
Apples, . . . . . barrels,	7,441	29,508
Articles not enumerated, . . . . .		877,480
Articles, all other, raw, . . . . .		57,036
Beef, . . . . . tierces,	91	} 122,024
Do . . . . . barrels,	9,309	
Butter, . . . . . pounds,	433,738	91,403
Biscuit or ship bread, . . . . . barrels,	14,417	} 75,815
Do do . . . . . kegs,	7,457	
Boots and shoes, of leather, . . . . . pairs,	137,151	206,218
Brushes of all kinds, . . . . .		539
Books and Maps, . . . . .		16,853
Bricks, lime and cement, . . . . .		9,267
Candles —		
Sperm, . . . . . pounds,	12,109	3,932
Adamantine, . . . . . do	757,448	118,573
Cheese, . . . . . do	202,225	24,511
Corn, (Indian,) . . . . . bushels,	30,914	25,440
Cotton, in bales, . . . . . pounds,	3,499,980	556,609
Do manufactures of, printed and colored, . . . . .		1,079,679
Do white, other than duck, . . . . .		672,882
Do duck, . . . . .		68,309
Do other manufactures of, . . . . .		19,793
Chocolate, . . . . . pounds,	11,928	1,854
Carriages and parts, and railroad cars and parts, . . . . .		119,066
Cables and cordage, . . . . . cwt.	7,678	80,178
Copper and brass, manufactures of, . . . . .		31,942
Combs and buttons, . . . . .		04
Coal, . . . . . tons,	1579	11,250
Drugs and medicines, . . . . .		59,622
Flour, . . . . . barrels,	204,807	1,484,973
Fire engines, . . . . .		13,060
Fish —		
Dried or smoked, . . . . . cwt.	89,683	278,522
Pickled, . . . . . barrels,	11,374	} 66,676
do . . . . . kegs,	1,350	
Ginseng, . . . . . pounds,	1,500	1,100
Gold and silver, manufactures of, . . . . .		140

## I. — (CONTINUED.)

Articles.	Quantity.	Value, Dollars.
Gold and silver coin, .....		5,577,444
Do bullion, .....		7,134,994
Glass, .....		92,182
Hides, .....	number, 181	435
Hams and bacon, .....	pounds, 782,500	96,418
Hogs, (alive,) .....	number, 120	1,365
Horses, .....	do 29	4,280
Hops, .....	pounds, 163,401	14,752
Household furniture, .....		327,539
Hats, fur or silk, .....		12,159
Do palm leaf, .....		4,834
Hemp, cloth and thread, .....		091
Do bags and other manufactures of, .....		10,163
Iron and manufactures of —		
Pig, .....	cwt. 600	807
Bar, .....	cwt. 225	1,881
Nails, .....	pounds, 2,358,573	107,191
Castings, .....		94,289
All other manufactures of, .....		306,662
Ice, .....	tons, 48,888	214,109
India rubber, shoes, .....	pairs, 20,166	10,589
Other manufactures of, .....		24,617
Lard, .....	pounds, 1,505,402	225,021
Leather, .....	do 90,417	23,451
Lead, .....	do 143,393	8,081
Do manufactures of, .....		183
Meal, Indian, .....	barrels, 27,334	104,995
Do rye, .....	do 1,550	7,182
Molasses, .....	gallons, 37,457	27,219
Musical instruments, .....		5,255
Marble and stone, manufactures of, .....		19,821
Naval stores —		
Tar and pitch, .....	barrels, 15,162	34,473
Rosin and turpentine, .....	do 26,540	52,801
Oils —		
Sperm, .....	gallons, 27,185	41,622
Whale and fish, .....	do 85,205	69,454
Linseed, .....	do 3,620	3,738
Lard, .....	do 17,508	17,861
Oil cake, .....		289,374
Onions, .....		14,759
Pork, .....	barrels, 22,782	479,337
Potatoes, .....	do 12,235	33,312
Powder, (gun,) .....	pounds, 567,218	76,028
Printing presses and types, .....		4,432
Paper and stationery, .....		15,481
Paints and varnish, .....		39,979
Rye, oats and other small grain, .....		22,046

### I.—(CONTINUED.)

Articles.		Quantity.	Value, Dollars.
Rice, .....	{ tierces, } { barrels, }	1,576 12,256	} 198,319
Skins and furs, .....			56,980
Sheep, .....	number,	50	311
Sugar —			
Brown, .....	pounds,	16,873	1,964
Refined, .....	do	1,947,866	227,374
Spirits —			
From grain, .....	gallons,	21,156	14,727
From molasses, .....	do	977,646	514,532
From other materials, .....	do	159,979	113,889
Saddlery, .....			9,928
Soap, .....	pounds,	3,531,493	263,050
Snuff, .....	do	2,800	570
Salt, .....	bushels,	35,260	10,503
Tallow, .....	pounds,	508,462	57,817
Tobacco, .....	hogsheads,	886	
Do .....	cases,	1,312	249,347
Do .....	bales,	3,294	
Do manufactures of, ...	pounds,	1,312,622	222,301
Tin, manufactures of, .....			582
Trunks, .....			7,028
Turpentine, spirits of, .....	gallons,	98,739	57,187
Umbrellas and parasols, .....			156
Vinegar, .....	gallons,	34,067	5,407
Whalebone, .....	pounds,	20,200	15,140
Wood —			
Hewn timber, .....	tons,	20	711
Staves and heading, .....	thousands,	322	27,372
Shingles, .....	do	3,213	10,807
Boards, planks, &c., .....	do	13,743	264,433
Other lumber, .....			69,208
Oak, bark and other dye woods, .....			284
Manufactures of wood, .....			606,872
Wool, .....	pounds,	1,002	3,517
Wheat, .....	bushels,	3,652	6,179
Wax, .....	pounds,	308	150
Wearing apparel, .....			13,286
Ware, earthen and stone, .....			3,367
Aggregate, .....			\$24,894,019

## II.

*STATEMENT of the declared value of Goods, Wares and Merchandise, of the growth, produce and manufacture of Foreign Countries, EXPORTED from the District of Boston and Charlestown to Foreign Ports, during the years ending June 30, 1846-57.*

	Total.	Gold and Silver Coin and Bullion included in the foregoing.
Year ending June 30, 1846 .....	\$2,298,436	\$404,241
Do do 1847 .....	1,843,999	344,453
Do do 1848 .....	4,054,879	2,359,757
Do do 1849 .....	1,977,483	144,999
Do do 1850 .....	2,188,124	388,621
Do do 1851 .....	2,228,508	459,930
Do do 1852 .....	2,278,502	236,718
Do do 1853 .....	2,891,480	267,610
Do do 1854 .....	3,343,575	337,963
Do do 1855 .....	3,671,201	256,470
Do do 1856 .....	3,312,076	149,721
Do do 1857 .....	3,432,899	372,880

*STATEMENT of the same for the year ending December 31, 1857.*

	Total.	Gold and Silver Coin and Bullion included in foregoing account.
In American Vessels, Quarter ending Mar. 31	\$708,747	\$8,050
In do do do June 30	853,811	.....
In do do do Sept. 30	815,044	.....
In do do do Dec. 31	2,508,324	.....
	<b>\$4,885,926</b>	<b>\$8,050</b>
In Foreign Vessels, Quarter ending Mar. 31	\$97,230	.....
In do do do June 30	356,587	223,460
In do do do Sept. 30	138,471	.....
In do do do Dec. 31	885,275	459,312
Total in Foreign Vessels . . . . .	\$1,477,563	\$682,772
Total in American Vessels, as above ..	4,885,926	8,050
<b>Total . . . . .</b>	<b>\$6,363,489</b>	<b>\$690,822</b>

II. — (CONTINUED.)

STATEMENT of the Goods, Wares and Merchandise, of the growth, produce and manufacture of Foreign Countries, EXPORTED from the District of Boston and Charlestown, during the year ending June 30th, 1857.

Merchandise Free of Duty.	Quantity.	Dollars.
Specie, gold, .....		257,406
Do silver, .....		115,474
Teas, .....	pounds, 366,962	96,459
Coffee, .....	do 3,483,958	406,049
Copper, in plates, suited to the sheathing of vessels, .....		808
Do ore, .....		51,684
Paintings and statuary of American artists, .....		5,081
Specimens of natural history, &c., .....		250
Sheathing metal, .....		21,957
Old junk, .....		1,910
Guano, .....	tons, 38	2,285
Total merchandise free of duty, .....		959,363
Merchandise Paying Duty <i>ad valorem</i> .	Quantity.	Dollars.
Manufactures of wool —		
Piece goods, including wool and cotton, .....		12,803
Shawls of wool, wool and cotton, silk, and silk and cotton, .....		3,922
Blankets, .....		505
Hosiery, and articles on frames, .....		1,478
Worsted piece goods, including cotton and worsted, .....		13,542
Manufactures of, not specified, .....		1,933
Flannels, .....	running yards, 1,620	534
Manufactures of cotton —		
Piece goods, .....		15,813
Manufactures of, not specified, .....		13,299
Silk, and manufactures of silk —		
Piece goods, .....		4,310
Hats and bonnets, .....		67
Manufactures not specified, .....		3,486
Manufactures of flax —		
Linens, bleached or unbleached, .....		2,989
Manufactures not specified, .....		5,120
Manufactures of hemp —		
Ticklenburgs, Osnaburgs and Burlaps, .....		8,300
Articles not specified, .....		1,031

## II.—(CONTINUED.)

Merchandise Paying Duty <i>ad valorem</i> .	Quantity.	Dollars.
Sail duck, Russia, Holland, and Ravens pieces . . .	150	1,282
Clothing, ready made, . . . . .		3,434
Laces, cotton insertings, trimmings, laces, braids, &c., . . . . .		290
Gunny cloth, and gunny bags, . . . . .		35,654
Matting, Chinese and other, of flags, &c., . . . . .		508
Hats, caps and bonnets, flats, braids, plaits, &c., of Leghorn, straw, chip, or grass, &c., . . . . .		298
Manufactures of iron and steel —		
Muskets and rifles, . . . . . number,	600	3,251
Needles, . . . . .		10
Cutlery, . . . . .		2,761
Other manufactures and wares of, not specified, . . . . .		3,329
Nails, spikes, tacks, &c., . . . . . pounds,	20,400	1,024
Chain cables, . . . . . do	55,032	3,856
Anchors, and parts thereof, . . . . . do	3,741	268
Anvils, and parts thereof, . . . . . do	200	31
Bar iron, . . . . . cwt.,	628	3,268
Hoop iron, . . . . . pounds,	18,820	1,194
Sheet iron, . . . . . do	72,078	3,616
Pig iron, . . . . . cwt.,	300	433
Old and scrap, . . . . . do	80	121
Steel —		
Cast, shear and German, . . . . . cwt.,	48	532
All other, . . . . . do	574	2,865
Copper, and manufactures of copper —		
In pigs and bars, and old, . . . . .		9,770
Manufactures of, not specified, . . . . .		5,936
Nails and spikes, . . . . . pounds,	2,514	648
Brass, and manufactures of brass —		
In pigs, bars and old, . . . . .		4,800
Sheets, and rolled, . . . . .		588
Tin, and manufactures of tin —		
In pigs and bars, . . . . .		702
In plates and sheets, . . . . .		17,779
Manufactures of, not specified, . . . . .		415
Lead, and manufactures of lead —		
Pig, bar, sheet and old, . . . . . pounds,	931,568	50,979
Zinc, and manufactures of zinc —		
Sheets, . . . . .		7,365
Nails, . . . . .		495
Manufactures of gold and silver —		
Gems, otherwise than set, . . . . .		1,000
Watches, and parts of, . . . . .		2,044
Glass, and manufactures of glass —		
Silvered, . . . . .		110
Manufactures of, not specified, . . . . .		1,725
Glass ware, plain, . . . . .		66
Watch crystals, . . . . . gross,	150	392
Window glass, broad, crown and cylinder, sq. ft.	495	23

## II. — (CONTINUED.)

Merchandise Paying Duty <i>ad valorem</i> .	Quantity.	Dollars.
Paper, and manufactures of, not specified, .....		124
Printed books, in English, .....		72
Leather —		
Tanned, bend, sole and upper, ..... pounds,	500	185
Wares —		
China, porcelain, earthen and stone, .....		2,294
Saddlery —		
Plated, brass or polished steel, .....		937
Furs —		
Undressed, on the skin, .....		6,504
Dressed on the skin, .....		2,000
Wood, manufactures of —		
Cabinet and household furniture, .....		303
Other manufactures of .....		1,364
Manufactured, cedar, granadilla, mahogany, rose and satin, .....		38,324
Willow, .....		2,811
Firewood, and other, not specified, .....		10,615
Dye wood, in sticks, .....		227,157
Bark of the cork tree, .....		31
Ivory, unmanufactured, .....		6,000
Marble, do .....		1,070
Quicksilver, .....		37
Brushes and brooms, .....		106
Raw hides and skins, .....		71,821
Boots and shoes, other than leather, ..... pairs,	9,965	4,865
India rubber, manufactures of, .....		200
Hair, manufactures of, .....		750
Do unmanufactured, .....		1,900
Grass cloth, .....		72
Unmanufactured articles —		
Flax seed, or linseed, ..... bushels,	7,200	6,728
Angora, thibet, and other goods, hair or mohair, lbs.	100	283
Wool, ..... lbs.	1,129	226
Wines, in casks —		
Madeira, ..... gallons,	58	489
Sherry and St. Lucas, ..... do	498	692
Port, ..... do	305	471
Claret, ..... do	48	77
Teneriffe, and other Canary, ..... do	33	20
Sicily, and other Mediterranean, ..... do	3,091	2,370
Red wines, not enumerated, ..... do	92	100
White do do do ..... do	18	27
Wines, in bottles —		
Champagne, ..... dozen,	399	4,839
Sherry, ..... do	175	1,175
Port, ..... do	498	3,432
Claret, ..... do	139	719



## II. — (CONTINUED.)

Merchandise Paying Duty <i>ad valorem</i> .	Quantity.	Dollars.
Foreign distilled spirits —		
Brandy, ..... gallons,	10,681	23,401
From grain, ..... do	408	322
From other materials, ..... do	7,754	6,199
Beer, ale and porter, ..... do	3,446	2,952
Honey, ..... do	10,731	9,438
Molasses, ..... do	800,715	106,549
Oil and bone, of foreign fishing —		
Whale and other fish, ..... do	318	380
Whale bone, ..... pounds,	86,000	18,441
Olive oil —		
In casks, ..... gallons,	13,741	14,854
In bottles, ..... dozen,	5,915	17,052
Oil —		
Castor, ..... gallons,	1,991	1,971
Linseed, ..... do	53,652	27,568
Palm, ..... do	3,742	2,775
Neats'-foot and other animal, ..... do	42	50
Cocoa, ..... pounds,	24,587	4,848
Sugar —		
Brown, ..... do	1,597,168	187,817
White, clayed or powdered, ..... do	456,290	45,970
Loaf and other refined, ..... do	60,885	5,863
Fruit —		
Almonds, ..... do	61,664	8,769
Currants, ..... do	14,922	2,859
Prunes, ..... do	1,835	341
Plums, ..... do	80	14
Figs, ..... do	149,317	15,322
Raisins, ..... do	81,649	14,500
Oranges, lemons and limes, ..... do		5,089
Preserved, ..... do		95
Nuts, ..... pounds,	85,475	4,467
Spices —		
Nutmegs, ..... do	2,752	1,798
Cinnamon, ..... do	177	59
Cloves, ..... do	139,150	12,525
Pepper, black, ..... do	172,985	17,346
Do red, ..... do	1,264	144
Pimento, ..... do	148,831	15,100
Cassia, ..... do	21,327	4,934
Ginger, ground, ..... do	87,215	3,827
Do in root, ..... do	47,517	2,275
Camphor, crude, ..... do	2,907	1,018
Soap, perfumed, ..... do	35,561	3,004
Butter, ..... do	32,115	7,616
Lard, ..... do	20,000	1,700
Saltpetre —		
Crude, ..... do	3,362,061	272,071

## II.—(CONTINUED.)

Merchandise Paying Duty <i>ad valorem</i> .	Quantity.	Dollars.
Refined, or partly refined, ..... pounds,	1,332,428	91,864
Indigo, ..... do	38,249	38,308
Gums, other than Arabic, Senegal, &c., . do	7,205	937
Brimstone, crude, ..... do	40,000	700
Soda, ash, ..... do	2,300	176
Soda, sal, ..... do	560	25
Soda, carb., ..... do	6,600	334
Barilla, ..... do	53,320	1,698
Bark, other than Peruvian and Quilla, .. do	14,000	3,827
Opium, ..... do	536	2,420
Tobacco—		
Unmanufactured, ..... do	64,712	12,390
Snuff, ..... do	500	200
Cigars, ..... thousands,	1,200	34,277
Manufactured, other than snuff and cigars, lbs.,	50	11
Paints—		
Dry ochre, ..... pounds,	6,095	463
Red and white lead, ..... do	12,475	927
Cordage—		
Tarred and cables, ..... do	309,429	22,446
Untarred, ..... do	214,493	18,899
Twines and seines, ..... do	24,990	1,789
Hemp—		
Unmanufactured, ..... cwt.,	695	5,240
Manilla, Sun, and other hemp of India, do	8,743	79,157
Sisal grass, coir, &c., &c., ..... do	57,218	307,042
Codilla, tow of hemp or flax, ..... do	112	695
Salt, ..... bushels,	22,352	6,066
Bread stuffs, wheat, ..... do	15,846	26,934
Fish, dried, smoked or pickled—		
Dried or smoked, ..... cwt.,	31,256	99,916
Mackerel, ..... barrels,	5,799	40,232
Herrings and shad, ..... do	56	238
All other, ..... do	11,407	53,184
<b>SUMMARY.</b>		<b>Dollars.</b>
At 5 per cent .....		10,983
10 per cent .....		13,275
20 per cent .....		75,544
30 per cent .....		36,997
40 per cent .....		2,885
Paying Duty, aggregate .....		2,473,536
Free of Duty .....		959,363
Total exports, paying duty and free, .....		3,432,899

## III.

STATEMENT of the declared value of both the Domestic and Foreign EXPORTS  
from the District of Boston and Charlestown, during the years ending June  
30, 1846-57.

	Total.	Gold and Silver Coin and Bullion included in the foregoing.
Year ending June 30, 1846 .....	\$8,968,031	\$460,815
Do do 1847 .....	9,716,991	374,471
Do do 1848 .....	12,204,812	2,550,857
Do do 1849 .....	8,692,073	178,596
Do do 1850 .....	9,141,652	559,468
Do do 1851 .....	10,498,153	1,265,855
Do do 1852 .....	13,388,512	4,206,743
Do do 1853 .....	18,094,683	4,004,549
Do do 1854 .....	19,751,916	5,268,450
Do do 1855 .....	26,641,661	12,279,068
Do do 1856 .....	27,985,653	12,010,083
Do do 1857 .....	28,326,918	13,085,318

STATEMENT of the same for the year ending December 31, 1857.

In American Vessels, Quarter ending March 31 .....	\$2,976,993
In do do do June 30 .....	3,638,686
In do do do September 30 .....	2,862,558
In do do do December 31 .....	5,148,169
Total Export in American Vessels .....	\$14,626,406
In Foreign Vessels, Quarter ending March 31 .....	\$1,189,781
In do do do June 30 .....	5,059,466
In do do do September 30 .....	2,497,200
In do do do December 31 .....	2,009,823
Total Exports in Foreign Vessels .....	\$10,756,270
Total Exports in American Vessels, as above ...	14,626,406
Sum Total of all Exports .....	\$25,382,676
Of which Gold and Silver .....	8,001,261

IV.

STATEMENT of the declared value of Goods, Wares and Merchandise, of the growth, produce and manufacture of Foreign Countries, IMPORTED into the District of Boston and Charlestown, during the years ending June 30, 1846-57.

Year ending June 30, 1846 .....	\$22,615,117
Do do 1847 .....	35,523,968
Do do 1848 .....	27,182,308
Do do 1849 .....	23,341,145
Do do 1850 .....	28,659,733
Do do 1851 .....	30,508,417
Do do 1852 .....	31,958,192
Do do 1853 .....	39,300,912
Do do 1854 .....	45,988,545
Do do 1855 .....	43,256,279
Do do 1856 .....	41,661,088
Do do 1857 .....	44,840,083

NOTE.—The amount, \$22,615,117, is for only three-fourths of this year, i. e. from September 30, 1845, to June 30, 1846.

STATEMENT of the same for the year ending December 31, 1857.

In American Vessels, Quarter ending March 31 .....	\$8,370,035
In do do do June 30 .....	9,023,625
In do do do September 30 .....	9,320,477
In do do do December 31 .....	7,899,105
Total Imports in American Vessels .....	\$34,613,242
In Foreign Vessels, Quarter ending March 31 .....	\$2,946,339
In do do do June 30 .....	2,775,245
In do do do September 30 .....	4,642,462
In do do do December 31 .....	3,530,636
Total Imports in Foreign Vessels .....	\$13,894,682
Total Imports in American Vessels, as above ...	34,613,242
Total Imports .....	\$48,507,924

## IV.—(CONTINUED.)

STATEMENT of Goods, Wares and Merchandise, of the growth, produce and manufacture of Foreign Countries, IMPORTED into the District of Boston and Charlestown, during the fiscal year ending June 30, 1857.

Merchandise Free of Duty.	Quantity.	Dollars.
Animals, for breed, .....		2,371
Bullion, gold, .....		4,427
Specie, gold, .....		648,858
Do silver, .....		41,868
Cabinets of coins, medals and other collections of antiquities, .....		157
Models of inventions, and improvements in the arts, .....		1,091
Teas, .....	pounds, 8,082,287	550,141
Coffee, .....	do 18,490,742	1,342,475
Copper, for sheathing, .....		26,362
Do ore, .....		748,092
Cotton, unmanufactured, .....	pounds, 20,813	2,074
Adhesive felt, for sheathing vessels, .....		1,085
Paintings and statuary, of American artists, .....		35,388
Specimens of natural history, &c. ....		671
Sheathing metal, .....		308,728
Plaster, unground, .....		14,959
Wearing apparel, and other personal effects of emigrants and citizens dying abroad, .....		3,437
Old junk, and oakum, .....		58,605
Garden seeds, trees, shrubs, plants, &c. ....		64,129
Articles, the produce of the U. S., brought back, .....		39,643
Guano, .....	tons, 2,452	3,244
Articles, specially imported for philosophical societies, colleges, seminaries of learning, schools, &c. ....		27,385
All other articles, .....		2,104,635
Total, free of duty, .....		6,029,825
Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Manufactures of wool—		
Piece goods, including wool and cotton, .....		352,374
Shawls of wool, wool and cotton, silk, and silk and cotton, .....		193,983
Blankets, .....		84,030
Hosiery, and articles on frames, .....		156,482
Worsted piece goods, including cotton and worsted, .....		987,329
Woollen and worsted yarn, .....		14

IV. — (CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Manufactures not specified, .....		84,395
Carpeting, Wilton, Saxony, Aubusson, Brussels, Turkey, triple ingrain, Venitian and other ingrained, ..... running yards,	276,849	238,136
Carpeting, not specified, .....		16,203
Manufactures of cotton —		
Piece goods, .....		1,719,639
Velvets, .....		64,796
Cords, gimps and galloons, .....		173,859
Hosiery, and articles made on frames, .....		116,332
Twist, yarn and thread, .....		108,030
Hatter's plush, of silk and cotton, .....		7,026
Manufactures of, not specified, .....		127,983
Silk, and manufactures of silk —		
Piece goods, .....		347,371
Hosiery, and articles made on frames, .....		67,285
Sewing silk, .....		15,712
Hats and bonnets, .....		6,877
Manufactures not specified, .....		737,503
Raw, .....		1,607
Silk and worsted, piece goods, .....		11,542
Manufactures of flax —		
Linens, bleached and unbleached, .....		483,686
Manufactures not specified, .....		374,522
Manufactures of hemp,		
Ticklenburgs, Osnaburgs and Burlaps, .....		100,654
Articles not specified, .....		191,616
Sail duck —		
Russia, Holland and Ravens, ..... pieces,	1,210	5,956
Clothing —		
Ready made, .....		5,080
Articles of wear, .....		275,561
Laces —		
Thread and insertings, .....		49,786
Cotton insertings, trimmings, laces, braids, &c., ..		558,761
Embroideries of wool, cotton, silk and linen, ....		582,018
Floor cloth, patent, painted, &c., ... running yds.	2,100	1,161
Oil cloth, of all kinds, ..... do do	1,480	737
Lasting and mohair cloth, for shoes and buttons, ..		19,269
Gunny cloth and gunny bags, .....		1,764,796
Matting, Chinese and other, of flags, &c., .....		39,566
Hats, caps and bonnets, flats, braids, plaits, &c., of Leghorn, straw, chip, or grass, &c., .....		22,272
Manufactures of iron and steel —		
Fire arms, not specified, .....		15,377
Needles, .....		22,652
Cutlery, .....		100,777
Other manufactures and wares of, not specified, .....		427,040

## IV. — (CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Nails, spikes, tacks, &c. .... pounds,	31,390	2,155
Chain cables, ..... do	6,116,530	168,551
Anchors, and parts thereof, ..... do	177,893	7,854
Anvils, and parts thereof, ..... do	2,821	231
Bar iron, ..... cwt.	387,330	1,047,995
Rod do ..... do	11,315	30,938
Hoop do ..... pounds,	1,425,821	49,032
Sheet do ..... do	4,795,736	164,983
Pig do ..... cwt.	220,141	211,038
Old and scrap iron, ..... do	17,579	14,866
Steel —		
Cast, shear and German, ..... cwt.	46,840	401,474
All other, ..... do	12,411	106,648
Copper, and manufactures of copper,		
In pigs, and bars, and old, ..... do		1,080,408
Nails and spikes, ..... pounds,	7,854	654
Manufactures of, not specified, ..... do		1,979
Brass, and manufactures of brass,		
Wire, ..... do		4,658
Sheet and rolled, ..... do		68
Manufactures of, not specified, ..... do		3,157
Tin, and manufactures of tin —		
In pigs and bars, ..... do		199,877
In plates and sheets, ..... do		449,639
Foil, ..... do		295
Lead, and manufactures of lead —		
Pig, bar, sheet and old, ..... pounds,	5,483,755	250,552
Shot, ..... do	107,569	5,466
Zinc, and manufactures of —		
In sheets, ..... do		67,639
In nails, ..... do		1,171
Spelter, ..... do		24,726
Manufactures of gold and silver —		
Gold and silver leaf, ..... do		44
Jewelry, real and imitations of, ..... do		42,789
Gems, not set, ..... do		29,458
Manufactures of, not specified, ..... do		4,704
Glaziers' diamonds, ..... do		614
Clocks, ..... do		967
Chronometers, ..... do		7,467
Watches, and parts of, ..... do		291,503
Metallic pens, ..... do		18,957
Pins, in packs and otherwise, ..... do		1,860
Buttons and button moulds, other than metal, ..... do		51,671
Glass, and manufactures of glass —		
Paintings on glass, porcelain and colored, ..... do		559
Polished plate, ..... do		18,915
Manufactures of, not specified, ..... do		4,593
Glass ware, cut, ..... do		518

IV. — (CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Watch crystals, ..... gross,	15,055	23,956
Window glass, broad, crown and cylinder, sq. ft.	3,909,150	132,960
Paper, and manufactures of —		
Writing paper, .....		5,952
Papier maché, articles and wares of, .....		1,957
Paper hangings, .....		6,976
Paper, and manufactures of, not specified, .....		16,080
Blank books, .....		724
Printed books, magazines, &c.,		
In English, .....		68,797
In other languages, .....		1,762
Periodicals and illustrated newspapers, .....		15,985
Engravings, .....		7,072
Mathematical instruments, .....		4,184
Musical instruments, .....		19,486
Daguerreotype plates, .....		9,676
Ink and ink powders, .....		617
Leather and manufactures of —		
Tanned, bend, sole and upper, ..... pounds,	73,201	28,685
Skins, tanned and dressed, ..... dozen,	43,880	201,629
Boots and shoes, ..... pairs,	18,687	52,597
Gloves, men's, women's and children's, . dozens,	13,077	60,827
Manufactures of leather, not specified, .....		2,350
Wares —		
China, porcelain, earthen and stone, .....		461,752
Plated and gilt, .....		24,835
Japanned, .....		1,603
Britannia, .....		887
Saddlery —		
Common, tinned or japanned, .....		5,421
Plated, brass or polished steel, .....		11,814
Furs —		
Undressed, on the skin, .....		29,964
Dressed, on the skin, .....		8,771
Wood, manufactures of —		
Cabinet and household furniture, .....		3,308
Cedar, mahogany, rose and satin wood, .....		1,182
Willow, .....		28
Other manufactures of, .....		3,728
Cedar, granadilla, mahogany, rose and satin, <small>Unmanufactured.</small> .....		81,512
Fire wood and other, not specified, .....		7,318
Dye wood, in stick, .....		287,852
Bark of the cork tree —		
Corks, .....		8,258
Unmanufactured, .....		1,719
Ivory —		
Manufactures of, .....		1,824
Unmanufactured, .....		77,419



## IV. — (CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
<b>Marble —</b>		
Manufactures of, .....		1,629
Unmanufactured, .....		37,189
Brushes and brooms, .....		30,173
Slates of all kinds, .....		3,538
Raw hides and skins, .....		2,093,222
Boots and shoes, other than leather, ..... pairs,	48	148
<b>India rubber —</b>		
Manufactures of, .....		55,697
Unmanufactured, .....		127,963
<b>Hair —</b>		
Manufactures of, .....		5,834
Unmanufactured, .....		83,155
Grass cloth, .....		2,529
Umbrellas, parasols, sunshades, of silk and other, ..		154
<b>Unmanufactured articles —</b>		
Flax seed, or linseed, ..... bushels,	1,934,659	2,212,476
Wool, ..... lbs.	9,351,024	1,144,943
<b>Wines, in casks —</b>		
Madeira, ..... gallons,	1,410	985
Sherry and St. Lucas, ..... do	8,210	9,808
Port, ..... do	10,021	11,681
Claret, ..... do	2,325	841
Fayal, and other Azores, ..... do	6,503	4,455
Sicily, and other Mediterranean, ..... do	40,755	19,116
Austria, and other of Germany, ..... do	2,117	1,136
Red wines, not enumerated, ..... do	2,751	2,743
<b>Wines in bottles —</b>		
Burgundy, ..... dozen,	2	19
Champagne, ..... do	9,055	52,981
Madeira, ..... do	15	302
Sherry, ..... do	35	840
Port, ..... do	313	1,514
Claret, ..... do	511	1,421
All other, ..... do	2,813	12,009
<b>Foreign distilled liquors —</b>		
Brandy, ..... gallons,	84,707	143,713
From grain, ..... do	473,426	244,935
From other materials, ..... do	65,262	29,164
Cordials, ..... do	554	741
<b>Beer, ale, and porter —</b>		
In bottles, ..... do	141,498	83,028
Honey, ..... do	77,952	37,993
Molasses, ..... do	6,350,086	1,543,436
<b>Oil and bone, of foreign fishing —</b>		
Whale, and other fish, ..... do	989	494
Whalebone, ..... pounds,	580	129

IV.—(CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Olive oil—		
In casks, ..... gallons,	46,793	32,620
In bottles, ..... dozens,	26,854	57,438
Oil—		
Castor, ..... gallons,	127,926	79,394
Linseed, ..... do	154,423	102,282
Palm, ..... do	57,615	19,348
Essential oils, .....		6,582
Tea and coffee, from places other than that of their production, and not excepted by treaty stip- ulations—		
Teas, ..... pounds,		25
Cocoa, ..... do	64,825	7,035
Sugar—		
Brown, ..... do	92,068,933	5,377,970
White, clayed or powdered, ..... do	542,842	41,700
Syrup of sugar cane, ..... do	65,272	1,774
Fruits—		
Almonds, ..... do	367,805	34,759
Currants, ..... do	474,757	47,124
Figs, ..... do	4,481,214	189,370
Dates, ..... do		37
Raisins, ..... do	2,404,673	209,882
Oranges, lemons and limes, .....		177,560
Other green fruit, .....		4,394
Preserved fruits, .....		10,540
Nuts, ..... pounds,	873,767	83,110
Spices—		
Mace, ..... do	13,966	6,882
Nutmegs, ..... do	101,072	54,858
Cinnamon, ..... do	31,810	4,242
Pepper, black, ..... do	1,800,153	110,699
Pimento, ..... do	175,789	11,259
Cassia, ..... do	372,981	50,786
Ginger, in root, ..... do	871,884	22,096
Camphor, crude, ..... do	148,012	17,852
Cheese, ..... do	12,341	1,698
Soap—		
Perfumed, ..... do	13,360	1,140
Other than perfumed, ..... do	582,441	42,389
Tallow, ..... do	541	69
Starch, ..... do	44,375	1,614
Bristles, ..... do	129,564	74,746
Saltpetre—		
Crude, ..... do	20,533,381	932,149
Indigo, ..... do	872,365	600,985
Woad or pastel, ..... do	13,328	537
Cochineal, ..... do	131,426	106,333
Madder, ..... do	3,397,637	359,205

## IV.—(CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Gums —		
Arabic, Senegal, &c., ..... pounds,	884,709	33,384
Other, ..... do	414,249	38,393
Borax, ..... do	73,194	13,821
Copperas, ..... do	479,263	3,506
Verdigris, ..... do	18,664	6,004
Brimstone —		
Crude, ..... do	4,312,101	47,339
Rolled, ..... do	131,450	2,711
Chloride of lime, or bleaching powder, .. do	2,538,832	71,627
Soda, ash, ..... do	7,188,177	145,073
Soda, sal., ..... do	1,102,784	11,928
Soda, carb., ..... do	2,500,182	73,504
Barilla, ..... do	954,766	8,325
Sulphate of barytes, ..... do	732,638	5,544
Acids, acetic, &c., ..... do	71,722	19,579
Vitriol, blue or Roman, . . . . . do	2,667	166
Sulphate of quinine, ..... ounces,	4,000	6,814
Liquorice —		
Root, ..... pounds,	189,159	6,668
Paste, ..... do	26,457	3,568
Bark —		
Peruvian and Quilla, ..... do	12,734	1,604
Opium, ..... do	17,680	57,208
Glue, ..... do	29,853	2,650
Gunpowder, ..... do	19,950	615
Alum, ..... do	626,013	10,415
Tobacco —		
Unmanufactured, ..... do	330,070	63,678
Snuff, ..... do	204	25
Cigars, ..... thousands,	10,855	139,888
Manufactured, other than snuff and cigars, lbs.	1,221	712
Paints —		
Dry ochre, ..... pounds,	240,203	1,849
Red and white lead, ..... do	374,071	22,731
Whiting and Paris white, ..... do	3,125,787	11,329
Sugar of lead, ..... do	227,972	17,208
Cordage —		
Tarred and cables, ..... do	1,095,018	86,824
Twine and seines, ..... do	202,322	16,856
Hemp, unmanufactured, ..... cwt.	86,213	248,842
Manilla, Sun, and other hemp of India, &c. do	193,617	1,314,547
Jute, Sisal grass, coir, &c., ..... do	87,066	233,630
Codilla, or tow, of hemp or flax, ..... do	15,668	77,406
Flax, unmanufactured, ..... do	12,904	132,322
Rags of all kinds, ..... pounds,	9,732,744	329,680
Salt, ..... bushels,	1,588,603	155,718
Coal, ..... tons,	10,545	30,364

IV.—(CONTINUED.)

Merchandise Paying Duties <i>ad valorem</i> .	Quantity.	Dollars.
Potatoes, ..... bushels,	988	1,055
Fish, dried, smoked or pickled —		
Dried or smoked, ..... cwt.	14,728	34,298
Value of merchandise not enumerated in the preceding abstract:		
At 5 per cent .....		318,720
10 per cent .....		172,712
15 per cent .....		87
20 per cent .....		460,282
25 per cent .....		105,344
30 per cent .....		296,860
40 per cent .....		20,694
Total value of goods paying duty .....		38,810,258
Total value of goods free of duty .....		6,029,825
		44,840,083

## V.

STATEMENT exhibiting the declared value of Merchandise transported in Bond to Canada, from the District of Boston and Charlestown, during the years 1847 to 1857, inclusive.

From January 1 to December 31, 1847 .....	\$21,715 88
Do do 1 do 31, 1848 .....	24,348 38
Do do 1 do 31, 1849 .....	33,140 00
Do do 1 do 31, 1850 .....	151,817 00
Do do 1 do 31, 1851 .....	594,709 00
Do do 1 do 31, 1852 .....	1,966,172 00
Do do 1 do 31, 1853 .....	4,947,484 00
Do do 1 do 31, 1854 .....	5,178,911 00
Do do 1 do 31, 1855 .....	4,970,408 00
Do do 1 do 31, 1856 .....	4,787,386 00
First Quarter, to March 31, 1857 .....	\$2,207,833 00
Second do June 30, 1857 .....	537,686 00
Third do Sept. 30, 1857 .....	461,244 48
Fourth do Dec. 31, 1857 .....	214,608 61
	\$3,421,372 09

## A

STATEMENT of the value of Merchandise withdrawn from Warehouse at the Port of Boston, for exportation inland to the adjacent British Provinces, during the year ending December 31, 1857.

Quarter ending March 31, .....	\$ 27,693 00
Do do June 30, .....	50,138 00
Do do September 30, .....	105,022 48
Do do December 31, .....	77,434 61
	\$260,288 09

## B

STATEMENT of the value of Merchandise imported into the Port of Boston, in transit inland for the adjacent British Provinces, during the year ending December 31, 1857.

Quarter ending March 31, .....	\$2,180,140 00
Do do June 30, .....	487,548 00
Do do September 30, .....	356,222 00
Do do December 31, .....	137,174 00
	\$3,161,084 00

## VI.

STATEMENT exhibiting the Number and Tonnage of AMERICAN and FOREIGN VESSELS which ENTERED into and CLEARED from the District of BOSTON and CHARLESTOWN, during the following years, ending June 30.

AMERICAN.					FOREIGN.			
Date	Entered		Cleared		Entered		Cleared	
Ending June 30	No. of Vessels	Tons	No. of Vessels	Tons	No. of Vessels	Tons	No. of Vessels	Total
1848..	1156	269,297	1012	229,851	1826	163,375	1828	164,019
1849..	975	248,095	882	214,145	2062	203,026	2034	195,185
1850..	1028	260,540	904	215,801	1908	218,295	2199	208,776
1851..	944	236,939	881	207,944	2042	275,317	2045	286,828
1852..	908	257,344	848	224,784	1899	260,758	1896	285,845
1853..	906	287,969	1246	265,513	2089	294,521	2112	314,682
1854..	991	320,638	990	284,530	2083	333,249	2064	329,038
1855..	1073	373,826	1033	353,587	2071	334,298	1911	334,238
1856..	1055	354,528	1036	337,133	2033	327,853	2039	310,164
1857..	1059	397,756	995	348,141	1953	317,065	1960	318,811

STATEMENT exhibiting the same, for the year ending December 31, 1857.

AMERICAN VESSELS ENTERED.		No. Vessels	Tonnage	No. Men
Quarter ending March 31 .....		207	83,328	2,626
Do June 30 .....		278	104,214	3,274
Do September 30 .....		275	111,132	3,281
Do December 31 .....		227	87,370	2,613
FOREIGN VESSELS ENTERED.		987	386,044	11,794
Quarter ending March 31 .....		104	34,963	1,089
Do June 30 .....		588	88,950	3,673
Do September 30 .....		840	131,026	5,267
Do December 31 .....		1,466	75,309	2,941
		2,998	330,248	12,970
		987	386,044	11,794
Total number of Vessels entered .....		3,985	716,292	24,764
AMERICAN VESSELS CLEARED.				
Quarter ending March 31 .....		206	72,613	2,380
Do June 30 .....		253	105,046	3,115
Do September 30 .....		246	86,044	2,548
Do December 31 .....		180	60,729	1,962
FOREIGN VESSELS CLEARED.				
Quarter ending March 31 .....		98	31,498	943
Do June 30 .....		561	90,777	3,635
Do September 30 .....		859	128,319	5,265
Do December 31 .....		471	78,716	3,102
Total number of Vessels cleared .....		2,874	653,742	22,950

VII. STATEMENT exhibiting the National Character of the Foreign Vessels which ENTERED into the District of Boston and Charlestown, during the following years, ending each 30th June.

F L A G -	1848		1849		1850		1851		1852		1853		1854		1855		1856		1857		
	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	
British	1788	156060	2010	191834	1855	205481	1972	255744	1828	247681	2028	278982	2024	318668	2121	321631	1885	302226	1954	314940	
French	4	752	4	873	7	1181	5	607	5	682	9	1477	12	1674	14	1677	8	1299	12	1979	
Dutch	4	882	8	1340	4	816	14	3147	10	2118	9	1928	6	1060	8	2382	7	2447	6	2806	
Danish	4	834	12	2012	5	985	4	1078	2	424	4	1107	8	465	...	6	650	1	287	...	
Spanish	1	180	...	...	2	299	...	...	1	182	...	...	1	239	...	...	1	82	...	...	
Brazilian	8	551	...	...	...	...	...	...	1	869	...	...	...	...	...	...	...	...	...	...	
Swedish	6	1429	8	2108	5	1280	11	2957	9	8019	5	1264	4	1238	8	2941	4	1567	8	3455	
Belgian	1	164	...	...	...	...	...	...	2	498	6	1510	2	495	1	187	...	...	...	...	
Hamburg	2	544	6	1055	4	1128	3	622	1	153	1	226	...	...	...	1	267	1	500	4	949
Sicilian	3	732	2	446	3	670	4	1441	5	1187	6	1487	6	1547	4	981	1	830	2	706	
Prussian	2	405	...	...	6	1401	4	1360	7	2651	8	2981	...	...	1	333	1	889	...	...	
Bremen	1	275	5	1266	3	623	3	986	8	828	8	967	1	120	...	1	446	2	980	...	
Austrian	1	317	...	...	3	1166	2	545	...	...	...	...	...	...	1	328	...	...	1	881	
Norwegian	1	250	2	660	6	1927	6	2633	2	588	8	936	6	2364	2	908	...	...	...	...	
Turkish	...	...	1	350	...	...	1	182	...	...	...	...	...	...	...	...	...	...	...	...	
Argentine	...	...	1	313	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Venezuelian	...	...	1	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Sardinian	...	...	1	378	2	511	6	1704	1	128	1	197	4	1281	2	560	1	880	1	420	
Russian	...	...	1	317	1	287	6	1886	1	185	1	287	2	945	1	293	...	...	...	...	
Lubeck	...	...	...	...	1	240	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Netherlands	...	...	...	...	1	380	1	271	...	...	...	...	2	356	...	...	...	...	...	...	
Oldenburg	...	...	...	...	...	...	1	161	...	...	...	...	...	...	...	...	1	400	...	...	
Neapolitan	...	...	...	...	...	...	...	...	1	222	1	234	1	360	...	...	...	...	...	...	
Hanover	...	...	...	...	...	...	...	...	2	860	...	...	...	...	1	220	...	...	...	...	
Tuscan	...	...	...	...	...	...	...	...	1	210	...	...	...	...	...	...	...	...	...	...	
Chilian	...	...	...	...	...	...	...	...	1	888	1	888	1	880	8	1878	1	455	1	788	
Mecklenburg	...	...	...	...	...	...	...	...	...	...	...	...	4	1356	...	...	1	465	1	406	
Peruvian	...	...	...	...	...	...	...	...	...	...	...	...	1	835	...	...	...	...	...	...	
New Grenada	...	...	...	...	...	...	...	...	...	...	...	...	1	179	...	...	...	...	...	...	
Portuguese	...	...	...	...	...	...	...	...	...	...	...	...	2	189	8	564	1	214	8	568	
Papal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	444	...	...	
Dominican	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	805	

VIII. STATEMENT exhibiting the National Character of the Foreign Vessels which CLEARED from the District of Boston and Charlestown, during the following years, ending 30th June.

F L A G.	1848		1849		1850		1851		1852		1853		1854		1855		1856		1857	
	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons	No. of Vess.	Tons
British	1809	63038	1997	189542	1855	265481	1972	255744	1838	247681	2046	297780	2009	315763	1864	322199	1913	297834	1831	305425
French	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dutch	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Danish	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spanish	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brazilian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swedish	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanburg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sicilian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chinese	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prussian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bremen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austrian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norwegian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkish	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Argentine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sardinian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oldenburg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chilian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanoverian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tuscan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neapolitan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peruvian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mecklenburg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dominican	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Papal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...



## IX.

*STATEMENT exhibiting the Number and Tonnage of Vessels in the Coasting Trade, which entered into and cleared from the District of Boston and Charlestown, during the years ending June 30, 1848-57.*

YEARS.	Number of Vessels.	Tonnage Entered.	Number of Vessels.	Tonnage Cleared.
1848 .....	1628	345,888	3110	554,730
1849 .....	1422	324,134	2980	580,078
1850 .....	1423	326,837	3171	602,506
1851 .....	1623	314,979	2843	518,408
1852* .....	3670	727,171	2818	571,577
1853* .....	2340	620,232	2918	629,489
1854* .....	2003	583,989	3047	640,947
1855 .....	1675	491,439	2941	663,193
1856 .....	1504	385,531	2773	702,321
1857 .....	1440	412,872	2641	648,536

\* In these years the number of vessels arriving and departing, but which did not enter and clear, are included in the statement. In the other years only such as entered and cleared are given.

*STATEMENT exhibiting the same, for the year ending December 31, 1857.*

ENTERED.	No. of Vessels.	Tonnage	Men.	Boys.
Quarter ending March 31 .....	267	93,550	2,543	....
Do June 30 .....	400	118,252	3,524	12
Do September 30 .....	401	102,777	3,090	6
Do December 31 .....	243	66,721	2,009	1
Total .....	1311	381,300	11,166	19
CLEARED.				
Quarter ending March 31 .....	475	144,171	3,978	125
Do June 30 .....	664	147,855	4,410	178
Do September 30 .....	738	171,646	5,144	20
Do December 31 .....	522	149,999	4,323	108
Total .....	2399	613,671	17,855	431

X.

STATEMENT of the Tonnage of Boston for the following named years, ending June 30.

	1846	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856*	1857
	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS
Permanent Registered	146,828	155,402	176,932	186,490	216,766	235,879	258,778	324,058	362,799	393,576	389,157	380,199
Temporary Registered	46,050	55,373	55,837	60,846	53,743	60,777	67,761	71,990	74,524	88,862	89,644	71,578
Enrolled ....	42,184	44,088	45,099	45,123	42,482	40,634	49,264	48,334	53,739	59,206	44,381	42,103
TOTAL ...	235,062	254,813	277,868	292,459	312,991	337,290	375,808	444,382	491,062	541,644	517,182	448,880
Aggregate Tonnage of U. States, }	2,562,085	2,839,046	3,154,042	3,394,015	3,535,454	3,772,439	4,188,440	4,407,010	4,802,902	5,212,001	4,871,652	4,940,843

\* The aggregate tonnage of the United States has been reduced 681,135 tons this year, by corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years, and not heretofore reported by the Collectors to the Register's Office.

## XI.

*STATEMENT exhibiting the Declared Value of the Exports from the United States to Foreign Ports, during the years ending June 30, 1845-57.*

Year ending June 30.	Domestic Produce.	Foreign Produce.	Specie and Bullion.	Total Exports.
1845 .....	\$99,299,776	\$7,584,781	\$7,762,049	\$114,646,606
1846 .....	101,718,042	7,865,206	3,905,268	113,688,514
1847 .....	150,574,844	6,166,039	1,907,739	158,448,622
1848 .....	130,203,709	7,986,806	15,841,616	154,032,131
1849 .....	131,710,081	8,641,091	5,404,648	145,755,820
1850 .....	134,900,233	9,475,493	7,522,994	151,898,720
1851 .....	178,620,188	10,295,121	29,472,752	218,388,011
1852 .....	154,931,147	12,053,084	42,674,135	209,658,366
1853 .....	189,869,162	13,620,120	27,486,875	230,976,157
1854 .....	215,928,300	21,631,260	41,281,064	278,241,064
1855 .....	192,751,135	27,158,368	55,247,343	275,156,846
1856 .....	266,438,051	14,781,372	45,745,485	326,964,908
1857 .....	278,906,713	14,917,047	69,186,922	*362,960,682

## XII.

*STATEMENT exhibiting the Declared Value of the Imports into the United States from Foreign Ports, during the years ending June 30, 1845-57.*

Year ending June 30.	Dutiable.	Free Goods.	Specie and Bullion.	Total Imports.
1845 .....	\$95,106,724	\$18,077,598	\$4,070,242	\$117,254,564
1846 .....	96,924,058	20,990,007	3,777,732	121,691,797
1847 .....	104,773,002	17,651,347	24,121,289	146,545,638
1848 .....	132,281,325	16,356,319	6,360,284	154,997,928
1849 .....	125,479,774	15,726,425	6,651,240	147,857,439
1850 .....	155,427,936	18,081,590	4,628,792	178,138,318
1851 .....	191,118,345	19,652,995	5,453,592	216,224,932
1852 .....	183,252,508	24,187,890	5,505,044	212,945,442
1853 .....	236,595,113	27,182,152	4,201,382	267,978,647
1854 .....	272,043,847	25,579,692	6,939,342	304,562,881
1855 .....	221,292,624	36,430,524	3,659,812	261,382,960
1856 .....	257,684,236	52,748,074	4,207,632	314,639,942
1857 .....	294,160,835	66,729,306	12,461,799	†373,351,940

\* This sum INCLUDES \$69,136,922, specie and bullion exported. The exports of merchandise \$298,823,760.

† This sum INCLUDES \$12,461,799, imports of specie and bullion. The imports of merchandise \$360,890,141.

XIII. — STATEMENT exhibiting the Importation and Disposition of Merchandise at the Port of Boston, during each month of the year ending December 31, 1857.

MONTHS	Value in Warehouse on the 1st of the month.	Value received in Warehouse from Foreign Ports during the month.	Value received in Warehouse from other ports during the month.	Value of Dutiable Merchandise entered for consumption during the month.	Value of free Merchandise entered for consumption during the month.	Value of Merchandise entered for consumption from Warehouse during the month.	Value entered for transportat'n to other ports during the month.	Value entered for exportation from Warehouse during the month.	Value of Merchandise in Warehouse at the close of the month.
January .....	\$3,767,307 81	\$311,756 00	\$8,013 00	\$1,700,453 00	\$213,332 00	\$610,103 51	\$15,339 00	\$178,234 00	\$3,232,900 30
February .....	3,232,900 30	1,317,463 00	12,530 00	3,070,869 00	611,473 00	630,323 83	22,239 00	137,635 00	3,322,690 00
March .....	3,322,690 47	1,624,405 00	27,906 00	2,112,844 00	818,990 00	743,932 87	194,491 00	424,329 44	4,006,723 16
April .....	4,006,723 16	1,532,370 00	37,216 53	1,311,651 00	320,944 00	832,385 29	80,774 00	75,023 53	4,568,643 87
May .....	4,568,643 87	2,707,540 00	50,642 00	1,063,137 00	493,915 00	607,247 00	86,245 00	135,251 00	6,493,037 87
June .....	6,493,037 87	2,632,346 00	115,324 00	314,144 00	635,269 00	320,232 00	232,070 00	145,341 00	8,547,554 87
July .....	8,547,554 87	1,111,894 00	21,193 00	2,994,632 00	1,333,509 00	2,703,642 42	119,792 00	100,111 00	6,757,068 45
August .....	6,757,068 45	1,247,064 00	33,733 00	3,202,898 00	837,173 00	1,373,066 00	25,172 00	127,022 00	6,307,693 45
September .....	6,307,693 45	1,095,184 00	62,233 43	1,538,609 40	1,003,696 00	937,419 19	49,273 00	203,679 00	6,544,719 74
October .....	6,544,719 74	1,384,333 00	42,943 59	607,598 00	1,840,453 00	812,433 98	71,900 00	363,493 43	6,721,105 87
November .....	6,721,105 87	1,735,862 00	59,224 00	655,967 00	2,335,311 00	926,200 28	97,731 00	492,242 00	7,000,023 59
December .....	7,000,023 59	1,128,227 00	33,233 00	720,506 00	1,260,773 00	1,001,040 00	203,370 00	932,533 61	5,994,034 98

# REVIEW OF THE MARKET

FOR THE YEAR 1857.

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This paper furnished the Board by the "Boston Shipping List."

LEARNED, THOMPSON & CO.

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We present, as usual, on the commencement of a new year, comparative tables of the imports and exports of merchandise at this port, with brief remarks in relation to the fluctuations in prices.

The past year will be remembered by all engaged in trade and commerce as the most disastrous one ever experienced in the commercial history of the country, not even excepting 1837; and for the future will be pointed at and referred to on account of the numerous mercantile failures—the general stagnation of business—and the ruin and distress which a few months of a frightful panic in the money market brought about. This panic came upon the commercial community rather unexpectedly—at a time when the indications of a prosperous trade certainly looked encouraging—when the country was blessed with an unusually large and abundant crop of all kinds of Grain and a large crop of Cotton, for which there was a good foreign demand. It was evidently brought about by too much overtrading and speculation. Prices of merchandise, stocks and property of all kinds have been forced up and inflated—our Railroad and other enterprises have been on too extended a scale—and the sudden and rapid contraction of the Banking Institutions of New York and other cities completely destroyed all confidence—put a stop at once to all speculation—and business of all kinds became completely paralyzed.

The year commenced with comparatively high prices for all kinds of merchandise, but high prices had been current for so long a time, that holders of goods appeared to be quite convinced that they could go no lower, and in many instances much higher figures were looked for. The consequence was that merchandise was parted with very reluctantly during the first eight months of the year, except at prices which the trade did not consider it safe to pay, and in the meantime the stock of goods gradually accumulated in the hands of importers and manufacturers while the consumption was checked in all directions.

As late as August, it was generally believed that the prosperity of the country for some previous years, with our large and abundant crops, would impart increased life and vigor to all branches of our industry and revive the drooping tendency of prices; but the money panic, which commenced in September, disappointed these expectations, and caused a rapid decline in the value of all kinds of merchandise. Merchants who had large stocks of goods on hand have found them for the past four months almost unsaleable, even at a reduction of 25 @ 50 per cent. Many of our leading merchants with assets double their liabilities, and who have heretofore been looked upon as our wealthiest citizens, have been compelled to ask extensions from their creditors—and others, who believed themselves in easy circumstances, have had their entire property, the accumulation of years of toil, swept away. All branches of our trade have been more or less crippled, and received a shock from which recovery is likely to be slow.

A noticeable feature of our imports is the large quantity of Calcutta goods, the imports of Linseed in particular, largely exceeding any previous year, which for the entire country is about 800,000 bags. The trade has evidently been overdone. But very few articles have paid the cost of importation at any time during the year, and on some the losses have been very great. The troubles in India, it was thought, would check shipments, and impart buoyancy to prices during October, November and December, but manufacturers of Linseed Oil, owing to the money panic and the consequent stagnation in all kinds of business, were compelled to either stop their mills or work short time; and with a reduced consumption and large importation, prices of Linseed have touched a lower point than for a long time past. The consumption of Hides and Saltpetre has also been very light for some months, and the price of these articles has rapidly declined in consequence. Manila Hemp has been sold throughout the year at a considerable loss, on account of the large im-

portation and an overstocked market; and the losses on the imports of Manila Sugar, which paid very handsomely early in the year, have of late been very great. Parties in the East India trade who have not incurred any serious losses, may consider themselves quite fortunate.

The demand from the South and West for our manufactures has not come up to expectation. Boots and Shoes have been dull throughout the year, and on account of the high price of all articles used in the manufacture, the cost of production has not been realized. The collections from the West have also been very bad, and notwithstanding the very liberal credit obtained, numerous extensions of four and six months have been asked and granted. The system of long credit has evidently been a serious disadvantage to the trade. Buyers from different parts of the country have heretofore found it a very easy matter, owing to the competition among dealers, to purchase goods on their own terms, but our merchants generally are now convinced that this kind of business does not pay, and the leading houses have determined to make six months the outside limit of credit for the future. The Cotton Goods trade has also been very dull throughout the year, the business for export and consumption having been comparatively light. The raw material has ruled at very high prices, and manufacturers have been forced to sell goods, generally speaking, under the cost of production. The mills throughout New England have, in consequence, been compelled to work short time or stop altogether. Both the Boot and Shoe and Cotton goods business have somewhat improved within a few weeks, but it will be a long time before they fully recover from the effects of the late financial storm.

The shipping business has been very depressed throughout the year. An unusually large number of vessels have been lying idle in all the principal seaports, and freights have ruled so low that those actively engaged have scarcely paid expenses. An improvement in this business is, however, looked for at an early day. Very few ships have been built for a year or two past, and with any increased demand a favorable change would soon take place.

The California trade has been dull during the year, but the advices from that quarter are now more favorable for shipments, and for a month past there has been considerable merchandise going forward. Notwithstanding the severe lessons of former years, the shipments of some kinds of goods largely exceeds the wants of that market. The number of clearances for California and Australia for several years, from this port, have been as follows:—

	1857	1856	1855	1854	1853	1852
Ships.....	39	43	52	51	101	73
Barks.....	6	5	9	7	86	14
Brigs.....	2	..	..	..	6	5
Schooners..	1	..	..	1	6	1
Total.....	47	54	61	59	149	98

The current rates for money in January last were from 9 @ 10 per cent, but with an easy market for the first six months of the year, the rates gradually declined to 7 @ 8 per cent. at which figures negotiations were made throughout June. In July and August, with

an increased demand, the market became more stringent, and the principal transactions in paper were from 9 @ 10 per cent. Early in September the panic commenced in New York with the failure of the Ohio Life Insurance and Trust Company, and the rates rapidly advanced to 2 @ 3 per cent a month. From the middle of September to the 14th October, when the Banks throughout the country suspended specie payments, the panic was of the most frightful kind. Money could not be had on any terms. Confidence appeared to be entirely destroyed, and as high as 5 @ 6 per cent a month were not unusual rates. The suspension of specie payments immediately imparted some relief. Money has gradually become more abundant since, and for some weeks past has been obtained at much easier rates, late negotiations having been made at 9 @ 12 per cent. Capitalists, however, are very cautious, and scrutinize all paper offering quite closely. Outside negotiations have in consequence been limited for six weeks past, as only the very best of securities are taken. The Banks of New York and Boston resumed again on the 14th December.

The exports of Specie from this port during the year have been \$9,712,759, against \$12,227,059 in 1856, \$14,559,470 in 1855, \$7,413,437 in 1854, and \$5,768,517 in 1853. From New York the exports have been \$44,400,000 against \$37,102,636 in 1856, \$27,571,313 in 1855, \$37,157,238 in 1854, and \$26,753,356 in 1853.

The arrivals from foreign ports for ten years past, have been as follows:—

	SHIPS.	BARKS.	BRIGS.	SCHS.	TOTAL.
1857.....	246	391	759	1509	2905
1856.....	241	351	723	1377	2692
1855.....	227	326	849	1632	3034
1854.....	246	395	893	1567	3091
1853.....	203	333	892	1566	2991
1852.....	236	332	840	1456	2864
1851.....	191	288	817	1542	2838
1850.....	180	209	846	1533	2828
1849.....	238	305	908	1732	3183
1848.....	243	310	902	1646	3101

The foreign clearances have been as follows:—

1857.....	214	359	671	1569	2613
1856.....	210	357	755	1618	2940
1855.....	198	398	948	1759	3298
1854.....	233	394	878	1671	3171
1853.....	160	372	912	1629	3073
1852.....	188	350	839	1496	2863
1851.....	133	349	806	1560	2848
1850.....	160	266	798	1447	2671
1849.....	159	309	888	1754	3110
1848.....	159	315	887	1449	2810

Besides the above 46 steamers have arrived during the year and 45 have cleared.

The coastwise arrivals, and the clearances, as far as known, as many are not entered at the Custom House, have been as follows:—

	ARRIVALS.	CLEARANCES.
1857.....	5740	2597
1856.....	5971	3055
1855.....	6271	3268
1854.....	6480	3451
1853.....	5904	3277
1852.....	6286	3291
1851.....	6334	3131
1850.....	5978	3086
1849.....	6199	3174
1848.....	6118	3187

**ASHES.**—The demand for Ashes has been light during the year, but with small receipts; a good range of prices have been sustained, the sales of Pots ranging from 6½ @ 8½ cts and Pearls from 6 @ 8½ cts per lb. The present current rates are 6½ cts for Pots, and 6 @ 6½ cts for Pearls. The highest and lowest prices for a number of years have been as follows:—

	POTS.	PEARLS.
1857 .....	6½ @ 8½	6 @ 8½
1856 .....	6½ @ 8½	7 @ 8½
1855 .....	6 @ 8	6 @ 8½
1854 .....	5½ @ 7½	5½ @ 7½
1853 .....	4½ @ 6	5½ @ 6

The exports have been 92 casks against 1,158 casks in 1850, 32 casks in 1855, 112 casks in 1854 and 776 casks in 1853. The stock on hand is 100 casks Pots and Pearls, against 200 casks in 1850, 100 casks in 1855, 300 casks in 1854, 270 casks in 1853, 288 casks in 1852, and 450 casks in 1851. The quantity inspected in this State the past year has been as follows:—

	CASKS.	POUNDS.
Pearl Ash, 1st sort .....	259	160,132
2d sort .....	41	15,980
Total .....	400	176,112
Pot Ash, 1st sort .....	1316	677,234
2d sort .....	196	107,034
3d sort .....	14	6,302
Total .....	1526	790,570

	TOTAL POTS AND PEARLS.
1857 .....	1926
1856 .....	1891
1855 .....	2530
1854 .....	3232
1853 .....	2575
1852 .....	3651
1851 .....	2148
1850 .....	2026
1849 .....	1737
1848 .....	1407

The inspection returns comprise only a part of the Ashes received and sold in this city. The arrivals have been as follows:—

	CASKS.
1857 .....	3,869
1856 .....	2,092
1855 .....	3,601
1854 .....	4,817
1853 .....	5,504
1852 .....	6,253
1851 .....	3,723
1850 .....	2,677

**COAL.**—The imports of Coal are larger than last year by 5,078 tons from Great Britain, and 19,091 chaldrons from the Provinces; but from domestic ports there has been a falling off of 89,367 tons. The sales of Pictou and Sydney have been principally from \$7 @ 7 25 per mine chaldron, a few cargoes received early in the year selling as high as \$9. The retail prices of Anthracite, from January to March, ruled from \$8 @ \$9, but since the price has been \$7 per ton, with a few sales as low as \$6 50. Since the 1st of September the receipts of domestic Coal show a falling off of 41,558 tons compared with last year, and the supply in the hands of dealers is generally admitted to be quite small for the season. The highest and lowest prices for some years have been as follows:—

# ANTHRACITE. SYDNEY AND PICTOU.

	PER TON.	PER MINE CH.
1857 .....	\$6 50 @ 9 00	\$7 00 @ 9 00
1856 .....	6 50 @ 9 00	7 00 @ 8 00
1855 .....	6 50 @ 9 00	7 00 @ 9 00
1854 .....	8 50 @ 9 00	8 00 @ 12 00
1853 .....	6 00 @ 9 00	5 37 @ 9 00
1852 .....	6 00 @ 7 00	5 37 @ 6 50
1851 .....	5 50 @ 7 00	5 50 @ 6 50
1850 .....	5 50 @ 7 00	5 75 @ 6 50

The import of foreign Coal at this port has been as follows:—

	TONS.	CHAL.
From Great Britain .....	11,164	581
Provinces .....		57,352

	TONS.	CHAL.
TOTAL.		
1857 .....	11,164	57,938
1856 .....	6,091	38,842
1855 .....	8,773	51,648
1854 .....	12,744	48,371
1853 .....	5,242	46,068
1852 .....	9,343	40,764
1851 .....	8,487	30,390
1850 .....	6,251	32,496
1849 .....	12,062	34,531
1848 .....	5,795	41,303

The imports from domestic ports have been as follows:—

	FROM	TONS.	BUSHEL.
Philadelphia .....	281,099	....	....
Alexandria .....	9,728	....	....
Baltimore .....	41,336	....	....
Other places .....	39,563	....	....
Virginia .....	....	....	8,000

	TONS.	BUSHEL.
TOTAL.		
1857 .....	371,726	8,000
1856 .....	411,093	....
1855 .....	387,259	....
1854 .....	373,601	....
1853 .....	362,006	4,800
1852 .....	431,270	14,000
1851 .....	361,073	80,886
1850 .....	289,571	52,375
1849 .....	261,293	20,800
1848 .....	275,246	48,000

**COCOA.**—The import has been as follows :

	BAGS.
1857 .....	2,502
1856 .....	2,218
1855 .....	2,645
1854 .....	5,847
1853 .....	6,558
1852 .....	7,223
1851 .....	4,131
1850 .....	6,084
1849 .....	6,088
1848 .....	6,479

**COPPER.**—Sheathing Copper has been quite dull throughout the year, prices ranging from 27 @ 32 cts, six mos.; and Yellow Metal from 21 @ 23 cts; the current rates for some months past having been 27 cts for Copper and 22 cts for Metal. Pig Copper has ruled from 23½ @ 27½ cts, per lb. six mos. The highest and lowest prices for some years have been as follows:—

	SHEATHING COPPER.	METAL.	PIG COPPER.
1857 .....	27 @ 32	21 @ 23	23½ @ 27½
1856 .....	28 @ 32	23 @ 26	23½ @ 26½
1855 .....	28½ @ 33	23 @ 27	23½ @ 28

**COFFEE.**—The imports have been smaller than in any previous year for a long time, while the exports show an increase of 2,236 bags to foreign, and 12,528 bags to coastwise ports, compared with last year. On account of the light receipts, prices have touched a higher point than for some years, the sales of St. Domingo ranging from 9 @ 12½ cts, six mos, the principal transactions having been from 11 @ 12 cts per lb. The late sales were at 9 cts. the lowest of the year. The sales of Java have been from 14 @ 16½ cts, the transactions the past six months having been mostly at 16½ cts, but the last sales were at 14 cts. The Rio received has been sold from 9½ and 12 cts per lb. The highest and lowest prices for some years have been as follows:—

	ST. DOMINGO AND CAPE.	JAVA.
1857 .....	9 @ 12½	14 @ 16½
1856 .....	10½ @ 11½	13½ @ 15
1855 .....	9 @ 11½	12½ @ 14½
1854 .....	8½ @ 11	12½ @ 14½
1853 .....	8 @ 10½	11 @ 13
1852 .....	7½ @ 8½	10 @ 11
1851 .....	8 @ 10½	10 @ 12
1850 .....	7½ @ 12½	10 @ 14

The stock in first hands, made up by Taylor, Brothers & Co., is 3,210 bags St. Domingo, 627 Cape, 300 Gonaives, 1,654 Manila, 250 Ceylon, 373 African, 150 Bahia, and 3000 pockets Java, in all 6,564 bags and 3000 pockets, against 1338 bags and 13,102 pockets in 1856, 4000 bags in 1855, 2000 bags and 24,700 pockets in 1854, 2500 bags in 1853, 33,000 bags and pockets in 1852, and 32,000 bags and pockets in 1851. The imports, calling two pockets of Java equal to one bag, have been as follows:—

	1857	1856	1855
Batavia, bags .....	34,792	71,760	54,074
Hayti .....	42,506	43,789	71,466
Rio Janeiro .....	8,584	4,496	12,730
Porto Cabello .....		1,853	
Manilla .....	4,076	1,488	886
Other foreign ports ..	5,354	3,742	3,001
Coastwise .....	5,556	3,644	3,856

Total, bags .....

IMPORTED IN	BAGS.
1854 .....	150,961
1856 .....	123,277
1852 .....	177,805
1851 .....	162,868
1850 .....	125,881
1849 .....	145,716

The exports to foreign and coastwise ports have been as follows:—

	FOREIGN.	COASTWISE.
	BAGS.	BAGS.
1857 .....	24,977	49,650
1856 .....	22,741	37,122
1855 .....	21,386	30,729
1854 .....	23,557	53,796
1853 .....	27,490	68,725
1852 .....	35,388	70,759
1851 .....	22,998	63,471
1850 .....	28,536	51,574
1849 .....	29,065	76,717
1848 .....	45,327	58,429

**COTTON.**—The receipts of Cotton show a falling off of 116,950 bales compared with last year, and the exports an increase of 5,451 bales. The market was quite firm from January to September, and prices gradually advanced from 14½ cts for New Orleans middling fair in January last, to 18½ cts in August. In September the money panic put a stop to all business, and there has been scarcely enough doing since to make a price. All the principal mills have suspended operations, and the consumption for four months past has been very light. Among the exports are about 9,000 bales from the manufacturers, who have found it more profitable to ship the raw material to Europe than turn it into goods. The highest and lowest prices for some years have been as follows:—

1857, mid. fair New Orleans .....	12 @ 18½
1856 .....	11 @ 14½
1855 .....	10½ @ 14
1854 .....	10½ @ 12½
1853 .....	11 @ 12½
1852 .....	9½ @ 12
1851 .....	10 @ 15½
1850 .....	12½ @ 16

The stock on hand is 1,500 bales against 4,000 bales in 1856, 4,500 bales in 1855, 6,000 bales in 1854, 5,000 bales in 1853, 10,000 bales in 1852, 5,000 bales in 1851, and 4,500 bales in 1850. The imports have been as follows:—

FROM	BALES.
New Orleans .....	111,411
Mobile .....	38,550
Charleston .....	11,772
Savannah .....	11,827
Apalachicola .....	20,064
Galveston .....	14,308
Wilmington, N. C. ....	927
Other places .....	2,785

TOTAL.	BALES.
1857 .....	211,604
1856 .....	327,554
1855 .....	285,400
1854 .....	277,490
1853 .....	266,364
1852 .....	281,136
1851 .....	204,222
1850 .....	195,076
1849 .....	270,683
1848 .....	239,958

The exports from this port to foreign ports have been as follows:—

TOTAL.	BALES.
1857 .....	17,227
1856 .....	11,776
1855 .....	3,917
1854 .....	4,948
1853 .....	4,339
1852 .....	3,146
1851 .....	2,217
1850 .....	1,885
1849 .....	3,308
1848 .....	7,766

**DOMESTICS.**—The past year will be remembered as a very disastrous one in the Cotton Goods trade. The year opened in January last with a very firm market; brown drills and heavy sheetings ruling from 8½ @ 8½ cts. Prices soon advanced to 8½ @ 9 cts for drills and 9 @ 9½ cts for sheetings, at which the bulk of the sales have been made during



the year. The price of goods has not, however, kept pace with the price of the raw material, which advanced full 4 cts per lb. during the first seven months of the year, and manufacturers have been compelled to sell their goods under the cost of production nearly the entire year. Since September business has been almost entirely suspended, on account of the money panic, and for cash heavy sheetings have been forced off as low as 6½ @ 7 cts. All the leading mills for some months past have either been working short time or have stopped altogether, and with no demand for goods for export or consumption, the market has been completely unsettled, and prices are entirely nominal. Business, however, is soon expected to revive, but it will be a long time before the trade recovers from the numerous failures and suspensions that have lately taken place. The experience of the past year has, however, been productive of some good results. The rule of giving eight months credit to Southern and Western buyers, and frequently extending it afterwards for two, four, and sometimes for six months, will hereafter be discontinued by the leading commission houses. Six months has been fixed upon as the outside limit, and liberal inducements will be offered buyers to purchase for cash or shorter time. Our exports show a falling off, compared with last year, of 8,781 packages, and have been much smaller than any previous year for ten years. To the East Indies the exports are less than last year by 1,726 packages, and to Valparaiso 6,158 packages. The shipments to the East Indies for some years have been as follows:—

TOTAL.	PACKAGES.
1857 .....	15,341
1856 .....	17,067
1855 .....	6,110
1854 .....	9,358
1853 .....	28,596
1852 .....	26,667
1851 .....	20,135

To California the shipments have amounted to 2,947 packages, against 5,161 packages in 1856, 9,992 packages in 1855, 1,601 packages in 1854, and 6,524 packages in 1853. The highest and lowest prices for heavy sheetings and drills for five years have been as follows:—

	SHEETINGS.	DRILLS.
1857 .....	8½ @ 9½	8½ @ 9½
1856 .....	7½ @ 8½	7½ @ 8½
1855 .....	7½ @ 8½	7½ @ 8½
1854 .....	7½ @ 8½	7½ @ 8½
1853 .....	7½ @ 8½	7½ @ 8½

The exports have been as follows:—

TO	PACKAGES.	VALUE.
East Indies .....	15,341	\$891,104 88
Valparaiso .....	6,127	356,846 92
W. C. Central America .....	685	29,854 74
Australia .....	209	16,016 40
Smyna .....	2,119	157,797 20
Sandwich Islands .....	200	20,374 69
Africa .....	1,553	129,474 53
Gibraltar and a market .....	116	7,338 72
Buenos Ayres .....	255	15,688 66
Rio Janeiro .....	155	9,812 00
River Plate .....	40	2,294 31
Rio Grande .....	55	4,339 71
Honduras .....	209	15,986 07
Vera Cruz .....	50	3,686 18

TO	PACKAGES.	VALUE.
Cape of Good Hope .....	85	5,006 58
Fayal and a market .....	32	1,984 17
Pernambuco .....	15	1,036 00
Cuba .....	74	1,820 00
Porto Rico .....	15	1,000 00
Porto Cabello .....	42	2,311 00
Para and a market .....	19	1,301 00
Liverpool .....	8	435 00
Fayal .....	10	622 00
Surinam .....	6	350 00
Constantinople .....	4	500 00
Hayti .....	1,472	128,669 56
Provinces .....	2,118	100,964 95

TOTAL.	PACKAGES.	VALUE.
1857 .....	30,959	\$1,907,155 22
1856 .....	39,740	2,219,688 89
1855 .....	94,173	1,856,821 02
1854 .....	35,112	1,885,318 02
1853 .....	62,680	2,784,704 69
1852 .....	62,669	3,090,106 59
1851 .....	47,007	2,507,703 04
1850 .....	34,307	1,896,148 19
1849 .....	33,309	1,600,457 65
1848 .....	50,952	2,266,392 84

**DYE WOODS.**—There was a good demand for Dye Woods the first eight months of the year, and high prices were obtained, but for some months past the market has been very depressed. Prices of St. Domingo and Cape logwood have ruled from \$10 @ \$22 per ton, six months, late sales having been principally at \$10 @ \$10 50 per ton, six months. In 1856 prices ruled from \$16 @ \$22 50; in 1855, from \$17 @ \$25 50; in 1854, from \$15 @ \$24; in 1853, from \$13 @ \$19 50; and in 1852, from \$11 @ \$13 25 per ton. Sapan wood has been sold from \$65 @ \$100, the latter the highest price obtained for many years. Last year prices ruled from \$50 @ \$65 per ton. The sales of Lima wood have been from \$85 @ \$95, while last year prices ranged from \$70 @ \$90 per ton. The imports have been as follows:—

	1857	1856	1855
Logwood, tons .....	17,752	19,715	13,279
Fustic, tons .....	158	402	699
Fustic, pieces .....	6,308	4,665	6,016
Sapan wood, tons .....	379	431	324
Sapan wood, pieces .....	2,326	.....	2,562

The exports have been as follows:—

	1857	1856	1855
Logwood, tons .....	14,627	12,835	10,780
Sapan wood .....	276	568	109
Fustic .....	138	166	131

**FISH.**—Very good prices were obtained for Mackerel the first eight months of the year, but the tightness of money since September has led to a very dull and unsettled market, and comparatively low prices. The first arrivals of new 3's in June were sold from \$10 @ \$11 25, more than double the opening prices of the previous year, and higher figures than were ever before obtained. All arriving for some four or five weeks were taken at these prices, and the receipt of 3's throughout the season have been comparatively small. But very few large mackerel have been received this year, not enough to make a price, the bulk of the arrivals for some time past having been medium 1's and

2's. The highest and lowest prices for medium mackerel for some years past have been as follows:—

	No. 1.	No. 2.	No. 3.
1857.....	\$8 @ 14	\$7 @ 13	\$6 50 @ 9 00
1856.....	9 @ 16	7 @ 8	4 75 @ 5 25
1855.....	13 @ 18	7 @ 10	3 50 @ 5 00

The present current rates are \$9 @ 9 50 for No. 1; \$8 @ \$8 50 for No. 2, and 3's are scarce and bring \$8 per bbl. Prices of codfish have been quite steady during the year, the money panic for some months imparting a dull tone to the market. Large fish, including Western, Quero, Grand Bank, Georges and Bay of Fundy have been sold at \$2 75 @ \$4 25, the principal transactions having been from \$3 50 @ \$4 for prime retailing descriptions, and small from \$1 75 @ \$2 75 per qtl. The sales of English and French codfish have been from \$3 50 @ \$4 25 per qtl. The highest and lowest prices for some years have been as follows:—

	LARGE.	SMALL.
1857.....	\$2 75 @ 4 25	\$1 75 @ 2 75
1856.....	2 50 @ 4 37	1 50 @ 2 75
1855.....	2 75 @ 4 00	2 00 @ 2 75
1854.....	2 50 @ 3 75	1 87 @ 3 00
1853.....	2 00 @ 3 75	1 50 @ 2 75
1852.....	2 50 @ 4 25	1 87 @ 3 00
1851.....	2 50 @ 3 75	1 50 @ 2 50
1850.....	2 25 @ 3 00	1 50 @ 2 00

The sales of Hake have been from \$1 25 @ \$2 25; Haddock from \$1 25 @ \$2 50; Pollock from \$2 @ \$2 75 per qtl. Alewives have been selling at \$3 @ \$5; Pickled Herring from \$3 @ \$5; and Salmon, in tierces, at \$25 @ \$3 per tierce for No. 1.

The imports of Mackerel from the Provinces have been as follows:—

	BBLs.
1857.....	28,525
1856.....	44,459
1855.....	66,776
1854.....	50,629
1853.....	27,723
1852.....	48,570
1851.....	48,329
1850.....	37,920
1849.....	41,856
1848.....	33,266

The imports of other kinds of fish from the Provinces have been as follows:—

	1857	1856	1855
Codfish, qtls.....	53,537	47,511	62,581
Codfish, casks.....	328	429	797
Codfish, drums.....	333	1,069	6,730
Codfish, bbls.....	182	887	856
Codfish, bbls.....	....	....	....
Codfish, bxs.....	11	781	943
Salmon, tierces.....	1,335	784	1,753
Salmon, bbls.....	588	1,743	2,990
Salmon, boxes.....	875	2,119	2,416
Salmon, pkgs.....	30	....	10
Herring, bbls.....	64,912	26,543	28,403
Herring, boxes.....	1,692	470	855
Alewives, bbls.....	25,480	16,097	11,649
Halibut, bbls.....	123	....	27
Halibut, pkgs.....	78	....	80
Pollock, qtls.....	1002	1,244	1,937
Pollock, pkgs.....	4	246	....
Hake, qtls.....	3370	2,735	1,847
Hake, casks.....	....	56	....

	1857	1856	1855
Haddock, qtls.....	6	....	....
Haddock, tierces.....	....	50	....
Shad, bbls.....	886	89	602
Trout, bbls.....	23	85	72
Fish, drums.....	....	401	....
Fish, casks.....	80	250	....
Fish, qtls.....	3050	867	3,555
Fish, boxes.....	245	971	273
Fish, bbls.....	4519	757	267
Fish, bbls.....	....	53	....

The export of Fish has been as follows:—

	1857	1856	1855
Codfish, drums.....	5,419	10,561	8,514
Codfish, boxes.....	6,974	7,921	5,106
Codfish, qtls.....	66,869	65,228	54,708
Mackerel, bbls.....	77,828	91,518	121,264
Herring, boxes.....	47,588	36,894	27,009

The inspection of Mackerel, in Massachusetts, as per returns received by Wm. Fuller Davis, Inspector General, has been as follows:—

	No. 1.	No. 2.	No. 3.	No. 4.
Boston.....	18,142	12,502	11,107	228
Barnstable....	241	164	216	....
Chatham.....	1,183	665	1,185	61
Cohasset.....	2,107	1,558	2,961	5
Dennis.....	1,230	1,708	1,678	28
Gloucester....	45,012	14,123	7,976	199
Harwich.....	2,856	2,028	2,903	79
Hingham.....	2,026	2,880	3,504	33
Newburyport..	5,355	3,612	3,387	15
Plymouth.....	4	12	2	....
Provincetown..	3,430	2,562	2,061	11
Rockport.....	3,132	1,855	710	....
Truro.....	850	662	830	17
Wellfleet.....	6,865	5,064	4,360	45
Yarmouth.....	332	318	156	....

Total..... 91,917 49,795 42,952 724

Total inspection, 1857..... 185,388  
Of which there was re-inspected.... 16,693  
Total catch..... 185,706

The comparative inspection for a number of years has been as follows:—

	1857	1856	1855	1854
No 1, bbls.....	91,917	89,333	29,187	30,506
No 2.....	49,795	76,819	91,125	46,242
No 3.....	42,952	47,981	90,301	56,133
No 4.....	724	178	1,338	3,378

Total..... 185,388 214,312 211,952 185,949

	INSPECTED IN	BBLs.
1853.....	....	133,341
1852.....	....	217,540
1851.....	....	329,278
1850.....	....	242,572
1849.....	....	231,856
1848.....	....	300,130
1847.....	....	232,581
1846.....	....	174,064
1845.....	....	202,303
1844.....	....	86,181
1843.....	....	64,451
1842.....	....	75,543
1841.....	....	55,557
1840.....	....	50,902
1839.....	....	73,018
1838.....	....	108,538
1837.....	....	138,157
1836.....	....	176,981

INSPECTED IN	BBLs.
1855 .....	194,450
1854 .....	252,384
1853 .....	212,946
1852 .....	212,452
1851 .....	383,559

The inspection of other kinds of Pickled Fish in 1857 has been as follows:—

Alewives .....	2,497
Blue Fish .....	641½
Cod .....	136
Haddock .....	130
Halibut Fins .....	121½
Herring .....	236½
Menhaden .....	203
Pollock .....	60
Salmon .....	1,448½
Salmon Trout .....	58½
Shad .....	478½
Sword Fish .....	464½
Tongues and Sounds .....	590½

TOTAL	
1857 .....	7,122½
1856 .....	7,650½
1855 .....	8,246½
1854 .....	6,810½
1853 .....	7,090½
1852 .....	9,254
1851 .....	4,218
1850 .....	7,581

**FRUIT.**—The balance of last year's crop of Raisins were sold from \$3 85 @ \$4 50 for bunch Muscatel, and \$4 25 @ \$5 25 for layers, the highest prices obtained for a long time. The first cargo of new crop arrived about the middle of October, and was sold principally at \$3 for bunch and \$3 50 for layers, but prices soon declined, and \$2 @ \$2 20 for bunch Muscatel, and \$2 25 @ \$2 45 for layers have been the range for some time past. So far the new crop has been sold under the cost of importation, the panic in the money market and the depression in trade, having had a marked influence on the price of this article. The imports of new raisins up to the first of January have been as follows:—

	BOXES.	CASKS.
1857 .....	128,167	1,799
1856 .....	79,736	1,057
1855 .....	103,752	2,702
1854 .....	160,053	7,375

The highest and lowest prices for some years have been as follows:—

1857, bunch per box .....	\$2 00 @ \$4 50
1856 .....	2 80 @ 4 10
1855 .....	2 00 @ 3 50
1854 .....	2 25 @ 3 25
1853 .....	2 50 @ 3 25
1852 .....	1 60 @ 2 75
1851 .....	1 50 @ 2 13
1850 .....	1 87 @ 2 50

Prices of Smyrna figs in January last ranged from 8 @ 10 cts for cargo, and 9 @ 15 cts for Elme, at which the old crop were disposed of. The first arrivals of new were early in November, and the sales since have been at 6 @ 10 cts for cargo, and 9 @ 15 cts for Elme. In 1856 prices ranged from 7½ @ 12 cts for cargo, and 10 @ 18 cts for Elme; in 1855 from 7 @ 23 cts, and in 1854 from 9 @ 22 cts for cargo and Elme. The imports have been as follows:—

	1857	1856	1855
Lemons, boxes .....	64,598	51,081	64,967
Oranges, boxes .....	121,301	89,875	131,260
Figs, drums .....	360,333	360,606	393,927
Figs, cases .....	11,133	6,566	6,867
Raisins, casks .....	2,129	1,067	5,706
Raisins, drums .....	12,871	7,354	15,210
Raisins, boxes .....	141,941	103,936	135,200

**FLOUR.**—Prices of Flour have been more uniform the past than for some previous years. The current rates in January last were from \$6 25 @ \$6 50 for common brands western, \$6 50 @ \$6 75 for fancy, and \$7 @ \$8 25 for the range of extras. In February, March and April there was very little variation from these figures. In May there was an improved demand, and before the close of the month prices advanced to \$6 75 @ \$7 for common, \$7 @ \$7 50 for fancy, and \$7 50 @ \$10 50 for extras, which were the highest prices obtained during the year. In June, July and August the market was quite steady at these figures. In September the tendency of the market was downward, under the influence of the money panic, and prices since have gradually declined, the present current rates, from \$4 50 for common, \$4 50 @ \$4 75 for fancy, and \$5 @ \$8 for extras, being the lowest of the year. A decided preference has been given during the year to the choice grades of St. Louis family extra, and some of the well known brands have always commanded 50 cts @ \$1 per bbl more than any other western extra. The quality of the flour is very uniform, and can always be relied upon. Very good family extras have also been received from Ohio, Michigan and Canada. Old-fashioned Genesee family flour has almost disappeared from our market, and the experience of our dealers indicates that the choice grades of extra are yearly becoming more scarce. The highest and lowest prices of western fancy and extra flour, including all kinds, for some years past, have been as follows:—

	FANCY.	EXTRA.
1857 .....	\$4 50 @ 7 50	\$5 00 @ 10 50
1856 .....	6 00 @ 9 25	6 75 @ 11 00
1855 .....	8 00 @ 11 25	8 50 @ 13 00
1854 .....	7 75 @ 11 00	7 87 @ 11 50
1853 .....	4 75 @ 7 75	5 25 @ 8 25
1852 .....	4 25 @ 5 62	4 87 @ 6 25
1851 .....	4 12 @ 5 50	4 50 @ 6 25
1850 .....	4 87 @ 6 25	5 37 @ 7 00

Southern flour has ranged during the year from \$5 @ \$7 75 for common, \$5 50 @ \$8 for fancy, and \$6 @ \$9 50 for extras. In 1856 the range of prices was from \$6 25 @ \$9 25 for common, \$6 50 @ \$9 50 for fancy, and \$7 50 @ \$11 for extras; in 1855, from \$3 25 @ \$11 for common, \$3 37½ @ \$11 25 for fancy, and \$9 25 @ \$12 50 for extras. The receipts of the year show an increase compared with last year of 39,573 bbls, and the exports are less than last year by 13,484 bbls. The stock on hand, as near as can be ascertained, is about 225,000 bbls, against 150,000 bbls in 1856, 150,000 bbls in 1855, and 75,000 bbls in 1854. The arrivals have been as follows:—

	BBLs.
Western Railroad .....	217,231
Northern .....	110,232
Fitchburg .....	27,750
Boston & Maine and Grand Junction .....	117,945

FROM	BBLs.
New York .....	71,621
Albany .....	1,200
New Orleans .....	214,680
Fredericksburg .....	12,000
Georgetown .....	12,098
Alexandria .....	11,525
Richmond .....	68,066
Other ports in Virginia .....	850
Philadelphia .....	33,033
Baltimore .....	102,340
Other places .....	29,061

TOTAL	
1857 .....	1,049,023
1856 .....	1,009,450
1855 .....	1,012,929
1854 .....	767,090
1853 .....	935,982
1852 .....	896,454
1851 .....	773,512
1850 .....	761,148
1849 .....	1,026,309
1848 .....	935,578

The exports have been as follows:—

TO	BBLs.
Foreign ports .....	175,996
Coastwise .....	8,601

TOTAL.	
1857 .....	184,597
1856 .....	198,081
1855 .....	159,084
1854 .....	188,353
1853 .....	332,305
1852 .....	293,771
1851 .....	177,346
1850 .....	115,316
1849 .....	153,933
1848 .....	123,678

The receipts of CORN MEAL have been as follows:—

TOTAL	BBLs.
1857 .....	9,916
1856 .....	19,623
1855 .....	20,111
1854 .....	16,226
1853 .....	28,055
1852 .....	18,295
1851 .....	10,202
1850 .....	13,838
1849 .....	28,185
1848 .....	41,144

The exports have been:—

TOTAL	BBLs.
1857 .....	20,396
1856 .....	36,639
1855 .....	35,967
1854 .....	25,943
1853 .....	31,311
1852 .....	20,605
1851 .....	10,917
1850 .....	19,327
1849 .....	32,788
1848 .....	42,849

**GRAIN.**—The receipts of Corn show a falling off compared with last year of 429,798 bushels. The current prices in January last were from 77 @ 78 cts for Southern yellow, 75 @ 78 cts for mixed, and 73 cts for white, but prices gradually advanced, and early in June

sales were made at \$1 03 @ \$1 05 for yellow, \$1 for mixed, and 96 @ 98 cts for white, which was the highest point. Present current prices are the lowest of the year, and range from 65 @ 70 cts for new and old yellow. The highest and lowest prices for some years have been as follows:

1857 .....	65 @ \$1 05
1856 .....	55 @ 1 05
1855 .....	90 @ 1 21
1854 .....	63 @ 1 07
1853 .....	58 @ 88
1852 .....	60 @ 95
1851 .....	55 @ 71
1850 .....	53 @ 74

Oats during the year have been sold from 40 @ 72 cts for Northern and Canada, ranging principally from 52 @ 60 cts per bus. The present current rates are from 40 @ 41 cts, and are the lowest of the year. In 1856 prices ranged from 40 @ 53 cts, in 1855 from 45 @ 82 cts, in 1854 from 50 @ 75 cts, and in 1853 from 43 @ 55 cts per bus. The sales of Rye during the year have been from 80 cts @ \$1 25 per bus. In 1856 prices also ruled from 73 cts @ \$1 25, in 1855 from \$1 @ \$1 80, in 1854 from \$1 05 @ \$1 45, and in 1853 from 80 cts @ \$1 10 per bus. The receipts of Corn have been as follows:

FROM	BUSHELS.
New Orleans .....	\$189,040
Virginia .....	308,810
Maryland .....	444,799
Pennsylvania .....	603,433
Delaware .....	56,750
New York and by Western Railroad, .....	526,671
Other places .....	49,222

Total, 1857 .....

The receipts of CORN and OATS for ten years have been as follows:—

	CORN. BUSHELS.	OATS. BUSHELS.
1857 .....	2,178,755	753,359
1856 .....	2,608,553	866,280
1855 .....	2,084,476	549,784
1854 .....	2,056,594	705,871
1853 .....	2,352,056	708,781
1852 .....	2,118,338	849,173
1851 .....	2,176,367	496,911
1850 .....	2,116,744	339,801
1849 .....	2,789,318	449,324
1848 .....	3,338,293	384,308

The receipts of RYE and SHORTS for the same period have been as follows:—

	RYE. BUSHELS.	SHORTS. BUSHELS.
1857 .....	89,154	382,222
1856 .....	40,253	314,292
1855 .....	49,590	342,615
1854 .....	30,967	170,283
1853 .....	24,511	131,464
1852 .....	18,751	149,474
1851 .....	52,833	118,933
1850 .....	50,965	48,869
1849 .....	40,478	68,253
1848 .....	5,189	48,988

The receipts of WHEAT have been as follows:—

	BUSHELS.
1857 .....	172,863
1856 .....	239,211
1855 .....	204,431

	BUSHELS.
1854	323,408
1853	407,861
1852	762,939
1851	406,044
1850	681,047
1849	510,671
1848	336,247

The exports of CORN and WHEAT have been as follows:—

	CORN.	WHEAT.
	BUSHELS.	BUSHELS.
1857	28,748	836
1856	45,383	37,763
1855	33,142	3,792
1854	166,639	42,870
1853	141,382	26,270
1852	74,180	25,187
1851	94,161	8,890
1850	180,944	62
1849	326,788	624
1848	618,866	21,230

**GUNNY BAGS.**—The market for Gunny Bags was quite steady the first five months of the year, prices from January to June ranging from 10½ @ 11 cts, at which figures about 12,000 bales were sold, principally at 11 cts. In June, July and August there was a gradual advance in prices, with sales the last of August at 14 @ 14½ cts, the highest figures realized during the year. Since September scarcely anything has been done, the sales having been only 1,900 bales, and prices now rule from 10½ @ 11 cts, six months, the same as in January last. The stock on hand is 18,500 bales, against 12,000 bales in 1856, 1,000 bales in 1855, and 5,000 bales in 1854. The highest and lowest prices for some years have been as follows:—

1857	10½ @ 14½
1856	10 @ 17
1855	8½ @ 17½
1854	9 @ 14½
1853	9½ @ 12½
1852	8 @ 9½

The imports have been as follows:—

	BALES.	BUNDLES.
1857	19,187	8,315
1856	25,612	12,312
1855	16,969	7,604
1854	20,955	12,450
1853	9730	9,148
1852	20,354	15,548
1851	7713	7,521
1850	14,929	10,768
1849	14,071	9,168
1848	15,530	18,822

**GUNNY CLOTH.**—There was a good demand for Gunny Cloth the first six months of the year, and prices were quite steady and uniform, ranging from 12 @ 12½ cts, at which figures 31,000 bales changed hands on speculation and for consumption, the bulk of the sales having been made from 12½ @ 12½ cts per yard. In July prices advanced to 13 @ 14 cts for light and heavy, with considerable sales in August and September at these figures, and in some instances as high as 14½ cts for heavy Cloth. It was then generally believed that very full prices would be realized for the balance of the year, but the state of the money market put a stop to all speculation, and since early in October very little has been done. Within a few weeks some sales have been made

at 9 @ 9½ cts, cash, and 9½ @ 11 cts, 6 mos, but the bulk of the stock here is held above these figures. The import has been quite large, showing an increase over the very large import of last year of 1,902 bales. The highest and lowest prices for some years have been as follows:—

1857	9½ @ 14½
1856	11½ @ 23
1855	11 @ 14½
1854	10½ @ 13½
1853	10½ @ 11
1852	10 @ 11½

The stock on hand is 19,500 bales, against 10,000 bales in 1856, 4,000 bales in 1855, and 9,000 bales in 1854. The imports have been as follows:—

	BALES.
1857	45,066
1856	49,164
1855	26,826
1854	16,124
1853	29,414
1852	29,120
1851	18,068
1850	15,007

**HAY.**—Eastern Hay has been sold during the year from \$10 @ \$20 per ton, ruling lowest the past six months. In 1856 prices ranged from \$12 @ \$23; in 1855 from \$20 @ \$25, in 1854 from \$18 @ \$22, and in 1853 from \$16 @ \$23 per ton.

**HEMP.**—The depression in the shipping business has given a very dull tone to the market throughout the year. But very little American Hemp on the market the past year and the sales the first nine months were small at \$170 @ \$200 per ton for dew rotted, and \$215 @ \$260 per ton for dressed. For three months past nothing has been done, and prices are nominally \$160 @ \$160 for dew rotted, and \$190 @ \$200 for dressed. The stock in first hands is 260 bales. At this time last year there was no American in market, while in 1855 there was a stock of 2,200 bales, against 2,500 bales in 1854, 1,500 bales in 1853, 800 bales in 1852, 3,000 bales in 1851, and 1,500 bales in 1850. The highest and lowest prices for some years have been as follows:—

	DEW ROTTED.	DRESSED.
1857	\$150 @ \$200	\$190 @ \$260
1856	155 @ 210	200 @ 260
1855	120 @ 200	176 @ 185
1854	160 @ 240	225 @ 300
1853	180 @ 185	175 @ 240
1852	98 @ 130	180 @ 180
1851	100 @ 140	...
1850	105 @ 157	...

Russia clean Hemp in January last was held at \$275, with small sales at this price in January and February. As soon as supplies began to arrive prices declined, and in July sales were made at \$225, and the subsequent transactions have been at \$220 @ \$225 per ton, late sales having been made at the lowest rate. The stock in first hands is 460 tons clean and 50 tons half clean and outshot, against 150 tons in 1856, 15 tons in 1855, and 400 tons in 1854.

Manilla Hemp has been very dull throughout the year. The market opened in January last at 9 cts per lb, six and eight months, with a stock of 55,000 bales, and the first four

months of the year 33,000 bales were taken at this price. Early in May there was an advance of  $\frac{1}{2}$  ct per lb, with small sales at this advance in May and June, but since prices have been gradually tending down, and the sales lately at 7 cts is a much lower price than the article has touched for a number of years. The year closes with a moderate demand from manufacturers, and no improvement in prices is looked for at present. The import of the year is less than last year by 23,332 bales. The stock, January 1, for a number of years, in first speculators' and manufacturers' hands, has been as follows:

	FIRST AND SPEC. HANDS.	MANUFAC- TURERS.
1857 .....	33,557	4,000
1858 .....	55,500	5,000
1859 .....	5,000	3,000
1864 .....	12,000	8,500
1868 .....	8,000	8,500

The stock here and in New York is about 70,000 bales. The highest and lowest prices of Manila and Russia Hemp, for a number of years, have been as follows:

	MANILLA PER LB.	RUSSIA CLEAN PER TON.
1857 .....	7 @ 9 $\frac{1}{2}$	\$220 @ \$275
1858 .....	9 @ 11	220 @ 325
1859 .....	9 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	280 @ 290
1864 .....	12 @ 15 $\frac{1}{2}$	319 @ 350
1868 .....	10 @ 11 $\frac{1}{2}$	210 @ 290
1862 .....	10 $\frac{1}{2}$ @ 12	200 @ 230

The import of Russia Hemp Yarns amounts to 741 tons, against 958 tons in 1856, 809 tons in 1855, 1,474 tons in 1854, 658 tons in 1853, 955 tons in 1852, 831 tons in 1851, and 1019 tons in 1850. Prices of No. 1 have ranged from 10 cts @ 18 cts, with sales principally at 10 $\frac{1}{2}$  cts @ 10 $\frac{1}{2}$  cts per lb., six months. In 1856 prices ranged from 10 $\frac{1}{2}$  cts @ 18 cts, in 1855 from 12 cts @ 16 cts, in 1854 from 14 cts @ 16 $\frac{1}{2}$  cts, in 1853 from 10 cts @ 11 $\frac{1}{2}$  cts, and in 1852 from 10 $\frac{1}{2}$  cts @ 12 cts. The stock is 125 tons. At this time last year there was no stock in first hands, while in 1855 the stock was 100 tons.

Very full prices have been realized for Jute throughout the year, the sales ranging from \$90 @ \$125 per ton, considerable having been taken for export at equal to these prices, duty paid. For some months past the article has been very dull and unsettled, the late sales at \$90 being the lowest of the year. The range of prices, in 1856, was from \$75 @ \$125, in 1855 from \$72 @ \$95, and in 1854 from \$95 @ \$120. The stock on hand is 3,969 bales, against 2,100 bales in 1855, and 14,000 bales in 1856.

The sales of Sunn Hemp the past year have been from 4 cts @ 6 cts per lb., mostly 4 cts @ 4 $\frac{1}{2}$  cts. In 1856 prices ranged from 5 $\frac{1}{2}$  cts @ 6 cts, and 1854 and 1855 from 5 cts @ 6 cts per lb. The stock is 3,000 bales, against 2,000 bales in 1855. Among the exports from this port the past year, we notice 12,258 bales Manila, 27,008 bales Jute, 238 bales Sunn, and 2,301 bales to Liverpool and London. The imports have been as follows:

FROM	TONS.	BALES.
Russia .....	.....	2178
Manilla .....	60,240	.....
Calcutta .....	46,736	.....
England .....	50	378
Fenang .....	.....	460

FROM	TONS.	BALES.
Cape Town .....	.....	204
Hayti .....	.....	18
New Orleans .....	.....	1,480
Baltimore .....	.....	40
Philadelphia .....	.....	780
New York .....	100	437
Northern Railroad .....	.....	10

TOTAL.	TONS.	BALES.
1857 .....	2328	110,728
1856 .....	1454	109,965
1855 .....	4	97,375
1854 .....	1825	90,326
1853 .....	896	72,248
1852 .....	1598	60,302
1851 .....	814 $\frac{1}{2}$	50,404
1850 .....	575	34,001
1849 .....	1419	37,653
1848 .....	1823	51,285

**HIDES.** — Buenos Ayres Hides early in January were sold at 32 cts @ 32 $\frac{1}{2}$  cts, but there was a gradual advance until March, when sales were made at 37 $\frac{1}{2}$  cts @ 38 cts, the highest prices ever realized. From April to late in November very little was done, as Buenos Ayres were generally held above the views of buyers, who have purchased very sparingly on account of the depression of the Boot and Shoe and Leather business; 2,700 were sold in July, at 32 cts @ 35 cts; 2,500 in August, at 33 cts; and during the past six weeks 30,000, from 30 cts @ 32 $\frac{1}{2}$  cts; late sales having been made mostly at 20 cts per lb. The consumption of Hides has been very light the past six months, and large stocks have accumulated in all the principal markets, so that we are not likely to see the very high prices current early in the year for a long time. The highest and lowest prices of Buenos Ayres and Rio Grande Hides, for a number of years, have been as follows:

1857 .....	20 @ 83
1856 .....	25 $\frac{1}{2}$ @ 80
1855 .....	19 $\frac{1}{2}$ @ 25 $\frac{1}{2}$
1854 .....	17 @ 24 $\frac{1}{2}$
1853 .....	16 @ 22 $\frac{1}{2}$
1852 .....	12 @ 17 $\frac{1}{2}$
1851 .....	11 $\frac{1}{2}$ @ 14 $\frac{1}{2}$
1850 .....	11 @ 14 $\frac{1}{2}$
1849 .....	9 $\frac{1}{2}$ @ 11 $\frac{1}{2}$

Western Hides have been sold during the year from 12 cts @ 26 cts, the lowest prices ruling at the close; Calcutta Hides sold readily early in the year at full prices, but have since been dull, except within a month past, when considerable sales were made at low figures. The stock in first hands is 21,369 Buenos Ayres, Rio Grande, and Montevideo; 20,818 other foreign, and 5,500 Western and Southern, against 23,500 in 1854, 3,000 in 1855, and 20,000 in 1854. The stock of Calcutta Hides amounts to 1,071 bales Cow and 897 bales Buffalo; while last year and the year before there was no stock in first hands; and in 1853 the stock was 700 bales. The stock of Calcutta Goatskins in first hands amounts to 1,100 bales, while last year there was no stock; 150 bales in 1855, and 800 bales in 1854. The imports have been as follows:

FROM	BALES.	NO.
Buenos Ayres .....	.....	58,370
Rio Grande .....	.....	8,400
Montevideo .....	.....	28,262
Truxillo .....	.....	14,331
Valparaiso and Central America, ....	.....	20,684

FROM	BALES.	NO.	TOTAL.	BALES.	LBS.
Cape of Good Hope .....	25,872	1857	3,500	696,990	
Bahia .....	6,462	1856	4,890	846,855	
Batavia .....	17,572	1855	8,016	560,003	
Sierra Leone .....	15,088	1854	4,626	812,980	
Africa .....	10,912	1853	3,318	589,038	
Algoa Bay .....	1,598	1852	2,111	406,608	
Rio Hache .....	717	1851	1,768	361,025	
Barbadoes .....	888	1850	2,115	398,058	
St. Domingo .....	899	1849	2,170	478,910	
St. Johns, N. F. ....	1,436	1848	2,582	531,850	
England .....	400				
West Indies .....	113				
Bissau .....	500				
Halifax .....	909				
Prince Edward Island ..	185				
Turks Island .....	48				
Dalhousie, N. B. ....	20				
New Orleans .....	87,218				
Mobile .....	10,586				
Galveston .....	13,084				
Savannah .....	18,911				
Charleston .....	878				
Jacksonville .....	1,456				
Wilmington, N. C. ....	995				
Georgetown .....	196				
Baltimore .....	10,277				
Philadelphia .....	21,602				
New York .....	24,896				
Portland, Me. ....	658				
Western Railroad .....	88,674	1857	682		
Fitchburg Railroad .....	3,811	1856	1643		
Northern Railroad .....	5,102	1855	808		
Boston and Maine Railroad	268	1854	413		
Calcutta .....	8759	1853	263		
Manilla .....	289	1852	144		
Bombay .....	154	1851	189		
		1850	359		
		1849	391		
		1848	606		

The average price is 7 cts per lb., which would make the value of the amount inspected \$48,719.80. A very large quantity of the growth of 1856 is still in the hands of merchants and growers, and from the best information that can be obtained it is supposed that full two-thirds of the crop of 1857 is yet in the hands of growers. From January to September, prices of Hops ruled from 6 cts @ 8½ cts, with small sales, as wanted. The first arrivals of new crop in September, sold at 14 cts; but prices soon declined, and 6 cts @ 8 cts have been the nominal quotations for some time past. In 1856 prices ranged from 6 cts @ 12 cts per lb. The exports have been as follows:

	BALES.	NO.		BALES.
TOTAL.				
1857 .....	9,182	480,577		
1856 .....	7,999	527,098		
1855 .....	5,910	284,709		
1854 .....	11,049	490,234		
1853 .....	6,284	416,585		
1852 .....	3,684	479,288		
1851 .....	3,790	616,563		
1850 .....	2,698	592,137		
1849 .....	2,477	572,076		
1848 .....	4,738	459,507		

The imports of Goat Skins the past ten years have been as follows:

	BALES.	NO.
1857 .....	5,724	73,419
1856 .....	6,424	47,601
1855 .....	4,864	36,304
1854 .....	5,639	151,338
1853 .....	4,103	215,044
1852 .....	4,432	107,863
1851 .....	6,768	73,115
1850 .....	4,696	48,969
1849 .....	5,759	32,255
1848 .....	7,866	41,906

**HOPS.**—Mr. A. D. Farnsworth, Inspector General, reports the amount of Hops inspected in Massachusetts from 1st January, 1857, to 1st January, 1858, as follows:

	BALES.	LBS.
First sort .....	3,034	588,190
Second sort .....	431	90,205
Refuse .....	95	17,586

**ICE.**—The export of Ice the past year has been as follows:—

TO	TONS.
East Indies .....	8,843
Ceylon .....	1,352
Mauritius .....	654
Egypt .....	761
Cape Town .....	493
Callao .....	2,150
Guayaquil .....	810
Valparaiso .....	557
Kingston, Ja. ....	1,952
Port Spain .....	1,206
Rio Janeiro .....	2,512
Leguira .....	758
St. Thomas .....	1,037
Peru .....	592
Malta .....	480
Liverpool .....	296
Demerara .....	625
Pernambuco .....	250
Barbadoes .....	250
Vera Cruz .....	103
Brazil .....	220
Havana .....	3,624
Matanzas .....	456
Aspinwall .....	1,125
Cuba .....	5,382
Guadaloupe .....	183
Martinique .....	494
Nassau .....	180
Porto Rico .....	49
Southern Ports .....	75,572

TOTAL FOR

1857	112,972
1856	125,814
1855	98,080
1854	115,815
1853	82,972
1852	96,482
1851	99,578
1850	69,623
1849	66,308
1848	57,507

**INDIGO.**—The sales of Bengal Indigo during the year have ranged from 70 cts @ \$1.57 1/4 for poor to very good quality. The highest prices obtained were in August and early in September, when some 4 @ 500 cases changed hands on speculation and for consumption. Subsequently the market has been quite dull, owing to the general depression of the manufacturing business, and the only movements for some months past have been the shipments to Europe from first hands, comprising 442 cases from this port to Liverpool and London, and from New York 1125 cases and 204 ceroons to Liverpool and London, and 15 cases and 6 ceroons to Hamburg. The stock on hand in this city is 657 cases Kurpah, Calcutta and London; in New York 100 cases Bengal and 250 do Madras; and in Philadelphia 400 cases Bengal. The import at Boston has been as follows:—

CASES AND			
FROM	CHESTS.	CEROONS.	PKGS.
Calcutta	1567	...	...
Manilla	972	...	...
Great Britain	518	...	...
Batavia	5	...	...
Truxillo	...	...	10
New York	...	28	12

TOTAL			
1857	3062	23	22
1856	3884	108	...
1855	1638	50	...
1854	3440	...	759
1853	3217	202	18
1852	2009	504	184
1851	809	28	48
1850	1440	456	...

**IRON.**—Scotch Pig Iron has ranged during the year from \$27 @ \$35 per ton for Garteherrie and other brands No. 1, the current rates for some months past, \$27 @ \$28 per ton, being the lowest of the year. In 1856 prices ranged from \$31 50 cts @ \$36, in 1855 from \$27 @ \$38; in 1854 from \$29 @ \$40; in 1853 from \$31 @ \$38, and in 1852 from \$19 @ \$31 per ton. The range of American No. 1 the past year has been from \$26 @ \$34 per ton. The imports have been as follows:—

FROM			
RUSSIA.	SWEDEN.	BRITAIN.	WISE.
Bars, tons	1041	127,587	501,219
Do tons	...	3147	101
R. R. bars	...	...	498
Do tons	...	...	1981
Bundles	7495	38	180,260
Plates	...	17,796	13,118
Blooms	...	...	83
Scrap, tons	...	450	428
Pig, tons	...	14,736	7679

The imports for three years past have been as follows:—

	1857	1856	1855
Bars	686,621	987,750	887,108
Do tons	4,139	8,098	6,442
R. R. bars	1,965	6,176	6,949
Do tons	2,377	352	1,724
Bundles	187,380	186,538	181,979
Plates	30,908	23,090	35,880
Blooms	83	214	1,796
Scrap, tons	878	1,657	1,689
Pig, tons	22,417	21,918	27,404

**LUMBER.**—The exports have been as follows:—

	LUMBER, M.	SHINGLES, M.
1857	16,598	4,352
1856	13,858	2,478
1855	11,444	4,402
1854	14,238	3,602
1853	24,121	5,894
1852	16,598	6,687
1851	12,771	4,674
1850	24,225	10,892
1849	26,011	10,851
1848	9,619	1,620

**LEAD.**—Very little Galena Lead on the market the past year, and the price has been quite nominal, the few sales made having been at \$7 @ \$7.25 cts. The sales of foreign have ranged from \$5.50 @ \$6.50 cts. The range of prices for some years past has been as follows:—

	GALENA.		FOREIGN.	
1857	\$7 00	@ \$7 25	5 50	@ 6 50
1856	6 50	@ 7 50	6 00	@ 7 00
1855	6 12 1/2	@ 7 12 1/2	6 00	@ 6 75
1854	6 37	@ 7 50	5 52	@ 6 75
1853	5 75	@ 7 50	5 25	@ 7 50
1852	4 50	@ 5 75	4 87 1/2	@ 4 95

The stock on hand is 850 tons, against 800 tons in 1856, 625 tons in 1855, 450 tons in 1854, 300 tons in 1853, 466 tons in 1852, and 1800 tons in 1851. The imports, reducing the foreign to the average weight of American, have been as follows:—

1857	120,633
1856	135,920
1855	144,569
1854	180,439
1853	148,022
1852	135,280
1851	249,088
1850	188,891
1849	180,365
1848	164,304

The exports have been as follows:—

	PKGS.
1857	22,876
1856	16,997
1855	13,642
1854	9,455
1853	8,068
1852	14,922
1851	26,519
1850	6,330
1849	1,774
1848	13,677

**LEATHER.**—Very full prices were obtained for Leather the first four months of the year, light and middle weights of Buenos Ayres and Orinoco selling as high as \$3 @ 84 cts, but in September, October and November



the market was very much depressed, and prices declined at 19 @ 22 cts for light and middle weights. Since December there has been a better feeling with considerable sales at an advance of 1 ct per lb. on these figures. The highest and lowest prices for some years have been as follows:—

# Buenos Ayres and Orinoco.

## Light and Mid. Wts.

1857 .....	19 @ 24
1856 .....	21 @ 81
1855 .....	18 @ 25
1854 .....	19 @ 28
1853 .....	17 @ 28
1852 .....	18 @ 18
1851 .....	18 @ 16
1850 .....	16 @ 17

The receipts have been as follows:—

FROM	BOXES.	BLS.
New York .....	10,936	166
Baltimore .....		16,660
Philadelphia .....	1,573	2,405
Alexandria .....		26
Charleston .....		64
Mobile .....		6
Richmond .....		98
New Orleans .....		923
Maine .....	168,713	8,730
Western Railroad .....	39,556	52,085
Fitchburg Railroad .....	85,142	14,623
Northern Railroad .....	10,023	13,139
Liverpool .....		85
Glasgow .....		22
London .....		53
Provinces .....	296	.....

## TOTAL.

1857 .....	817,948	109,118
1856 .....	220,016	131,123
1855 .....	269,113	112,162
1854 .....	269,577	92,998
1853 .....	319,174	114,017
1852 .....	397,538	98,447
1851 .....	478,988	74,292
1850 .....	478,988	69,676
1849 .....	333,142	41,427
1848 .....	533,058	25,791

**BOOTS AND SHOES.**—The past year has been the most disastrous one to the Boot and Shoe business experienced for a long time. Manufacturers commenced the year with stock of all kinds at unusually high prices, and the goods for the spring trade were manufactured at a very high cost. The trade did not come up to expectation. The scarcity of money at the West, in consequence of land speculations there, prevented buyers from purchasing as largely as they otherwise would, and our manufacturers and commission houses found themselves, at the close of the season, with a large stock of goods still on hand. The active fall trade commenced about the middle of July with an auction sale of 10,000 cases, and during July and August the business was quite active, but owing to the large stock and the competition among dealers to make sales, goods were forced off considerably under cost. Early in September the business began to slack off, and since then there has been very little doing, the panic in the money market putting a stop to active operations and causing holders, in many instances, to force off goods at very low prices for cash. At no time during the year have

goods paid the cost of manufacture, which, in connection with the fact that many Western buyers have failed to meet their engagements when due, requiring extensions of four, six and eight months, has seriously embarrassed our manufacturers, and induced many of them to suspend operations entirely. The amount of goods manufactured the past three months has, in consequence, been much smaller than in any previous period for a long time. The experience of the past year will evidently bring about one good result. The credit system is likely to undergo considerable change, and buyers will, for the future, find it difficult to make purchases on long credit in this market. The limit should not exceed six months, while cash purchasers will always be able to make good bargains. The business with California has been quite light compared with previous years, showing a falling off, compared with last year, of 9,290 cases, and with 1856, of 81,990 cases. A favorable change has lately taken place in that market, which has induced large shipments the past two months. If these shipments are continued on the same scale for any length of time, that market will again be completely overstocked with goods. The prospects of the trade the coming year are not very encouraging, although there are some favorable features. Prices of Leather are now lower than for two years past, and the cost of manufacturing has also been reduced by a considerable decline in the price of labor, so that the goods now manufactured cost less than for some time past. Our stock for Spring sales is also likely to be moderate, on account of the small quantity of goods manufactured for some months, and if business comes up to near an average one, fair prices are likely to be realized. The entire shipments of the year to California have been 32,968 cases, against 42,258 cases in 1856, 64,958 cases in 1855, 37,621 cases in 1854, and 37,916 cases in 1853. The quantity of boots and shoes cleared at the Custom House has been as follows:—

	CASES.
1857 .....	234,423
1856 .....	224,323
1855 .....	203,601
1854 .....	196,411
1853 .....	220,133
1852 .....	195,120
1851 .....	153,912
1850 .....	147,767
1849 .....	101,391
1848 .....	79,118

A large portion of the supplies for the West are forwarded by railroad, and are not included in the above statement.

**MOLASSES.**—The first seven months of the year prices of Molasses ruled at very high figures, the sales of sweet Cuba ranging from 45 @ 55 cts per gallon, some lots of the first arrival of new selling at the latter rate in February. In March prices declined to 43 @ 45 cts, but subsequently advanced, and in April, May and June considerable sales were made at 53 @ 54 cts per gallon. Since June the tendency of prices has been downward, and late sales at 25 cts for sweet Cuba are the lowest of the year. The sales of Trinidad, Cienfuegos and Cuba Muscovado have been at 25 @ 35 cts per gallon. Distillers have purchased very little Molasses, comparatively, the past year, whiskey ruling so much lower.

having been substituted in its place. The sales of sour Cuba have ranged from 21 @ 48 cts, some lots having been taken in May, June and July at 44 @ 48 cts per gallon, and late prices from 21 @ 23 cts are the lowest of the year.

The highest and lowest prices of Cuba molasses, for some years past, have been as follows:—

	SWEET.		SOUR.	
1857	25	@ 55	21	@ 48
1856	30	@ 45	20	@ 40
1855	22½	@ 43	21½	@ 42
1854	21½	@ 27	20	@ 28
1853	20	@ 26½	18½	@ 26
1852	17	@ 21½	16	@ 19½
1851	19	@ 23	17	@ 20
1850	18½	@ 25	17½	@ 23

The quantity taken by distillers for some years past, including Cuba, Surinam and Portland Sugar House, has been as follows:—

	HHDs.
1857	15,000
1856	20,000
1855	55,000
1854	48,000
1853	39,000
1852	39,000
1851	35,000
1850	31,500
1849	29,000
1848	26,650

The stock on hand, of all kinds, as made up, by A. P. Fenniman, Molasses Broker, is 1,160 hhd's and 940 bbl's, against 4,000 hhd's in 1856, 1,100 hhd's in 1855, 3,900 hhd's in 1854, 2,200 hhd's in 1853, 1,500 hhd's in 1852, 3,100 hhd's in 1851, 5,000 hhd's in 1850, and 3,500 hhd's in 1849. The imports have been as follows:—

	HHDs.	TIERCES.	BBLs.
Foreign	38,932	2,417	8,211
Coastwise	5,912	77	2,416
TOTAL			
1857	39,874	2,494	10,627
1856	51,909	3,541	13,949
1855	66,617	4,525	23,846
1854	65,256	4,317	27,750
1853	65,033	3,535	7,876
1852	71,504	3,299	4,481
1851	81,412	4,531	8,621
1850	73,318	3,300	5,396
1849	72,545	3,523	3,342
1848	77,676	4,433	7,116

The exports have been —

	HHDs.	TIERCES.	BBLs.
Foreign	4,193	425	921
Coastwise	2,979	96	465
TOTAL			
1857	7,172	521	1,386
1856	6,709	504	1,118
1855	5,476	379	815
1854	5,006	272	2,207
1853	4,780	523	6,545
1852	6,319	509	8,205
1851	8,822	696	4,771
1850	11,107	539	3,854
1849	15,751	824	736
1848	13,967	367	555

**WALLS.**—Assorted sizes have been quite steady during the year, the sales ranging from 3½ @ 4 cts per lb, six months, the lowest figure being now the current rate. In 1856 prices ranged from 3½ @ 4 cts per lb. The exports have been as follows:—

	CASKS.
1857	65,065
1856	79,411
1855	111,981
1854	67,805
1853	30,013
1852	72,720
1851	64,930
1850	35,400
1849	72,077
1848	59,422

**NAVAL STORES.**—Prices of Spirits Turpentine have ruled during the year from 38 @ 55 cts, with sales principally from 48 @ 50 cts, the highest prices having been realized the first six months of the year. The stock in first hands is 300 bbls against 700 bbls in 1856, 700 bbls in 1855, and 500 bbls in 1854. The sales of tar have been at \$2 @ \$2 50 per bbl, with a very dull market throughout the year. The stock is 5,500 bbls against 9,000 bbls in 1856, 5,000 bbls in 1855, and 3,000 bbls in 1854. The highest and lowest prices for spirits turpentine and tar, for some years past, have been as follows:—

	SPIRITS TURPENTINE.		TAR.	
	PER GAL.		PER BBL.	
1857	38 @ 55c		\$2 00 @ 2 50	
1856	38 @ 50		2 12 @ 3 25	
1855	38 @ 50		2 75 @ 3 50	
1854	47 @ 78		8 25 @ 5 00	
1853	45 @ 80		8 37 @ 4 50	
1852	37 @ 60		1 37 @ 3 75	
1851	34 @ 42		1 62 @ 2 50	
1850	32 @ 50		1 62 @ 2 50	

The sales of Rosin have been at \$2 25 @ \$6 for No. 1; \$1 80 @ \$2 50 for No. 2, and \$1 50 @ \$1 95 for common, the lowest prices ruling the past month. In 1856 prices ruled at \$2 75 @ \$5 for No. 1; \$1 90 @ \$2 50 for No. 2, and \$1 75 @ \$1 87½ for common. The sales of Pitch have been from \$1 90 @ \$2 25 per bbl; and in 1856 prices ranged from \$2 12½ @ \$2 50 per bbl. The imports for three years have been as follows:—

	1857	1856	1855
	BBLs.	BBLs.	BBLs.
Rosin	55,969	75,714	77,351
Turpentine	4,443	8,556	14,733
Spirits Turpentine	18,379	23,077	19,717
Pitch	1,430	8,088	2,400
Tar	8,731	52,932	22,063

The receipts of Tar and Turpentine for ten years have been as follows:—

	TAR.		TURPENTINE.	
	BBLs.		BBLs.	
1857	8,731		4,443	
1856	32,935		2,556	
1855	22,063		14,733	
1854	21,526		8,155	
1853	17,558		14,249	
1852	22,419		22,964	
1851	14,364		21,881	
1850	19,635		23,231	
1849	24,353		37,956	
1848	19,959		23,006	

The exports of Naval Stores from this port for three years past have been as follows:—

	1857	1856	1855
	BBLs.	BBLs.	BBLs.
Rosin .....	29,217	28,380	37,551
Spirits Turpentine.	13,523	10,800	10,264
Tar .....	4,416	8,200	6,437
Fitch .....	6,377	8,424	8,123
Turpentine .....	233	53	5

**OIL.**—From January to October prices of Linseed Oil were quite uniform, ranging from 78 @ 88 cts, with sales principally at 80 @ 82 cts per gal. Since October prices have rapidly declined, some considerable sales the past month having been made at 52 @ 56 cts. The highest and lowest prices for some years have been as follows:—

	PER GAL.
1857 .....	52 @ 88
1856 .....	78 @ 1 05
1855 .....	76 @ 1 01
1854 .....	65 @ 93
1853 .....	61 @ 75
1852 .....	59 @ 77
1851 .....	61 @ 85
1850 .....	66 @ 96

The quantity taken for consumption in this vicinity has been about as follows:—

	AMERICAN.	FOREIGN.	TOTAL.
	GALS.	GALS.	GALS.
1857 .....	1,016,000	85,000	1,095,000
1856 .....	1,000,000	275,000	1,275,000
1855 .....	770,000	160,000	920,000
1854 .....	650,000	175,000	825,000
1853 .....	600,000	300,000	900,000
1852 .....	475,000	440,000	915,000
1851 .....	812,000	425,000	787,000
1850 .....	250,000	550,000	800,000

Prices of Lard Oil have ruled very high during the year, on account of the scarcity of lard. The sales have been at 70 @ 95 cts for common, 80 @ \$1 10 for No. 1, and 98 @ \$1 30 for extra, the year closing at the lowest prices. In 1856 prices ruled from 62 @ 90 cts for common, 77 @ \$1 for No. 1, and 87 @ \$1 10 for extra, and in 1855 the range was from 50 @ \$1 10. Olive Oil has been sold during the year from \$1 15 @ \$1 82½ per gal. In 1856 the range of prices was from \$1 15 @ \$1 25; in 1855, from \$1 @ \$1 36; in 1854, from \$1 15 @ \$1 40; and in 1853, from \$1 10 @ \$1 30 per gal. The following statement shows the amount of sperm and whale oil imported into the United States the past ten years:—

	SPERM.	WHALE.
	BBLs.	BBLs.
1857 .....	77,368	231,455
1856 .....	80,941	197,890
1855 .....	72,649	181,045
1854 .....	76,096	319,837
1853 .....	108,077	260,114
1852 .....	78,872	84,211
1851 .....	99,591	318,483
1850 .....	92,892	200,608
1849 .....	100,944	248,492
1848 .....	107,876	280,756

**PROVISIONS.**—The arrivals of Pork the past year have been very light compared with previous years, and in consequence very full prices have been obtained. The current

rates in January last were \$18 @ 18 50 for prime; \$20 @ \$21 for mess, and \$22 @ \$23 for clear and extra clear. From this point there was a gradual but steady advance until early in September, when the rates were \$21 50 @ \$22 50 for prime; \$25 @ \$26 for mess, and \$27 @ \$28 for clear and extra clear, the highest prices realized during the year. Since September the tendency has been downward, notwithstanding the very small stock, on account of the money pressure, and present current rates from \$14 @ \$15 for prime, \$16 @ \$17 for mess, and \$18 @ \$19 for clear are the lowest of the year. The range of prices for prime and mess, for some years, has been as follows:—

	PRIME.	MESS.
1857 ....	\$14 00 @ \$22 50	\$16 00 @ \$26 00
1856 .....	14 50 @ 20 00	17 00 @ 23 00
1855 .....	18 50 @ 22 50	15 00 @ 25 00
1854 .....	11 50 @ 15 00	18 00 @ 17 00
1853 .....	14 00 @ 18 00	16 00 @ 21 00
1852 .....	14 50 @ 19 00	16 00 @ 22 00
1851 .....	11 00 @ 14 50	12 25 @ 16 00
1850 .....	8 00 @ 9 50	10 00 @ 13 00

The stock of old pork was sold close up in November, but the arrivals of new since have been fully equal to the wants of the market. The stock on hand is 2,000 bbls against 1,500 bbls in 1856, 3,000 bbls in 1855, 2,500 bbls in 1854, 3,000 bbls in 1853, 2,500 bbls in 1852, and 1,500 bbls in 1851. Beef has been a dull article throughout the year, but prices have ruled very high, owing to the very small stock on the market. In January last prices ruled from \$14 50 @ \$15 for mess, and \$15 50 @ \$16 50 for extra, but there was a gradual advance, and in September sales were made at \$17 @ \$18 for mess, and \$18 50 @ \$20 for extra mess. For three months the market has been dull at declining rates, and present prices, from \$12 @ \$13 for mess, and \$14 @ \$15 for extra mess, are the lowest of the year. The stock in first hands is about 7,000 bbls, against 6,000 bbls in 1856, and 15,000 bbls in 1855. Very full prices have been obtained for lard during the year, the sales in bbls have been from 10 @ 10½ cts, and in kegs from 13 @ 17 cts per lb., closing at 10 @ 11 cts for common and good in bbls, and 18 and 18½ cts in kegs. The stock of Lard is 500 bbls and no kegs, against 400 bbls and 500 kegs in 1856; 500 bbls and 1000 kegs in 1855; 500 bbls and 500 kegs in 1854; 1000 bbls and 3000 kegs in 1853; 800 bbls and 2500 kegs in 1852; and 500 bbls and 1000 kegs in 1851. The highest and lowest prices of Western Beef and Lard, for a number of years, have been as follows:

	WESTERN MESS AND EXTRA.
	PER BBL. LARD PER LB.
1857 .....	\$12 00 @ \$20 00 10 @ 17
1856 .....	11 00 @ 16 50 10½ @ 15
1855 .....	14 50 @ 19 00 10 @ 16
1854 .....	14 00 @ 17 50 9½ @ 13
1853 .....	12 00 @ 16 00 9½ @ 13
1852 .....	9 00 @ 18 00 9 @ 13
1851 .....	9 00 @ 11 50 7½ @ 11
1850 .....	9 00 @ 11 00 6 @ 8½

The ruling prices for hogs from January to April were from 8½ @ 11 cts. The arrivals this year have been very light, and the sales so far have ranged from 6 @ 8½ cts, as to quality. In 1856 prices ranged from 7½ @ 8½ cts, in 1855

from 6½ @ 11 cts. and in 1854 from 5½ @ 8½ cts per lb. The receipts have been as follows:—

	1857	1856	1855
Beef, bbls .....	27,158	31,211	41,638
Pork, bbls .....	66,196	75,671	71,020
Hams, casks .....	6,914	12,584	10,341
Hams, bbls .....	1,111	1,214	2,778
Lard, bbls .....	18,347	30,096	33,132
Lard, kegs .....	15,962	18,164	13,888
Cheese, boxes .....	108,437	101,212	108,169
Cheese, casks .....	2,008	2,763	4,241
Cheese, tons .....	381	419	509
Butter, tubs .....	206,002	212,572	183,310
Butter, bbls .....	87	209	578
Hogs, No. ....	25,567	57,947	39,924

The exports to foreign and coastwise ports have been as follows:—

	1857	1856
Pork, foreign, bbls .....	19,428	21,043
Coastwise .....	6,771	9,100
Lard, foreign, bbls .....	6,152	5,998
Coastwise .....	1,781	1,728
Lard, foreign, kegs .....	9,622	11,972
Coastwise .....	2,305	1,275
Beef, foreign, bbls .....	6,279	10,205
Coastwise .....	1,980	1,568
Cheese, foreign, boxes .....	6,041	8,369
Coastwise .....	879	635
Cheese, foreign, casks .....	5	1
Coastwise .....	2	1

**RICE.**—The sales of Rice have been from 3½ @ 5½ cts, the principal transactions having been from 5 @ 6½ cts. In 1856 prices ranged from 3½ and 5½ cts, in 1855 from 4½ @ 6½ cts, in 1854 from 4 to 5½ cts, in 1853 from 3½ to 5 cts, in 1852 from 3½ @ 5½ cts, and 1850 and 1851 from 3 @ 4 cts. The imports have been as follows:

	CASKS.	BBLs.
1857 .....	11,125	11,125
1856 .....	11,781	11,781
1855 .....	7,542	7,542
1854 .....	7,308	7,308
1853 .....	12,589	12,589
1852 .....	6,390	6,390
1851 .....	7,192	7,192
1850 .....	14,917	14,917
1849 .....	15,453	15,453
1848 .....	11,477	11,477

Besides the above, 14,571 bushels rice paddy have been received, against 95,702 bus. in 1856, 136,137 bus. in 1855, 37,462 bus. in 1854, and 91,174 bus. in 1853; 10,197 bags have also been received from the East Indies, against 17,419 bags in 1856 and 3,310 bags in 1855. The exports have been as follows:—

	CASKS.	BBLs.
1857 .....	856	11,890
1856 .....	2391	14,751
1855 .....	557	9,011
1854 .....	1879	10,639
1853 .....	4500	13,125
1852 .....	4027	9,222
1851 .....	4165	6,696
1850 .....	3713	4,221
1849 .....	3838	2,099
1848 .....	4027	1,008

**SALT.**—Coarse Salt has ruled very dull and low throughout the year, cargo sales of Liverpool and Cadiz having been made from \$1 @ \$1.33 cts, late transactions having been at \$1 @ \$1.25 cts; and West India has been

sold from \$1 16 @ \$2 12½ cts. In 1856 prices of Liverpool and Cadiz ruled from \$1 6½ @ \$2 12½ cts, in 1855 from \$1 87½ @ \$2 12½ cts, and in 1854 from \$1 75 @ \$3 50 cts per hhd. The market is over stocked with all kinds. The imports have been as follows:—

FROM	BUSHELS.
England .....	457,696
Spain on Atlantic .....	111,050
Spain on Mediterranean .....	89,984
Two Sicilies .....	218,351
France on Mediterranean .....	27,050
Sardinia .....	41,337
Br. West Indies .....	295,318
Dutch West Indies .....	16,645
Br. N. A. Possessions .....	1,020

TOTAL.	BUSHELS.
1857 .....	1,206,439
1856 .....	1,747,529
1855 .....	1,973,021
1854 .....	2,498,567
1853 .....	1,532,568
1852 .....	1,969,890
1851 .....	1,406,529
1850 .....	950,110
1849 .....	1,876,224
1848 .....	1,560,684

**SALTPETRE.**—We insert, as usual, the annual statement of this article, by Mr. Arthur Williams, for the year 1857. The import of Saltpetre into this market is larger than that of last year by 36,552 bags. Prices in January ranged from 8 cts @ 8½ cts per lb.; then gradually settled down, and the range on the 1st of March was 6½ cts @ 7 cts per lb. The demand for export to Europe has been large through almost the entire season, and the quantity exported exceeds that of any previous year. About the 1st of August we received advices of the troubles in India; and this, together with a large advance in the English markets, which were influenced by the same accounts, caused a large demand for export and speculation, and prices advanced rapidly; and on the 1st of September ranged from 12 cts @ 12½ cts per lb. The article continued to rule as high, until early in November, when we received accounts of the fall of Delhi, and at the same time of a large decline in the English market. This caused a decline, and prices began to settle rapidly, and have continued to do so, and may now be quoted at 6½ cts @ 7 cts per lb.—The article has fluctuated very much through the year; the range of prices having been from 6½ cts to 12½ cts per lb. The demand for consumption was good until August, after which it fell off considerably, in consequence of the extreme high prices, and the difficulty in meeting payments.

The imports into Boston the last ten years have been as follows:

	BAGS.
1848 .....	63,225
1849 .....	69,748
1850 .....	76,784
1851 .....	68,760
1852 .....	105,058
1853 .....	83,346
1854 .....	117,900
1855 .....	110,906
1856 .....	89,384
1857 .....	126,436

The entire import into the United States for the year has been as follows, including one ship at New Orleans, the Saltpetre shipped to this port:

	BAGS.
85 Ships at Boston .....	126,486
11 Ships at New York .....	20,089
1 Ship at New Bedford .....	2,000
1 Ship at Philadelphia .....	548
1 Ship at Charleston .....	108
Total .....	149,229

The entire import into the United States for the last five years has been—

1853 .....	90,418
1854 .....	126,628
1855 .....	181,768
1856 .....	97,856
1857 .....	149,229

	BAGS.
STOCK ON HAND AT	
Boston .....	25,280
New York .....	2,000
Philadelphia .....	200

Total, bags .....

During the year there have been exported—

	BAGS.
FROM BOSTON TO	
London .....	20,980
Liverpool .....	12,220
Bremen .....	2,154
Total .....	35,354

	BAGS.
FROM NEW YORK TO	
London .....	8,782
Liverpool .....	2,526
Hamburg .....	4,704
Bremen .....	1,379
Rotterdam .....	542
Antwerp .....	240
Mexico .....	500
Brazil .....	185

Total .....

Entire export for the year, bags .....

The stock at Boston, at this time, is 25,280 bags, against 18,100 bags in 1856; 8,866 in 1855; 15,144 in 1854; 8,000 in 1853; 12,000 in 1852; 11,500 in 1851; 10,000 in 1850; 8,700 in 1849; and 18,000 in 1848.

The quantity on the way, up to last dates from Calcutta, November 8, is 80,000 bags. The quantity loading for the United States at same date was 11,000 bags. The cost of importation is very high, and it leaves a large loss to the importers at present rates.

From the above figures it would seem that the consumption for the year was about 80,000 bags, taking into the calculation the stock in manufacturers' hands at this time. The high price of the article and the pressure in our money market has great effect in reducing the consumption the last four or five months of the year; but, we hope, with the new year, now that the article has declined so much, to see a good demand for consumption, and to

report a much larger quantity consumed in our next report.

**SEEDS.**—The imports of Calcutta largely exceed any previous year. For nine months of the year a good range of prices was sustained, notwithstanding the large importation. From January to August the current prices were from \$1 77½ @ \$1 95, with sales principally at \$1 85 @ \$1 90. In August the India troubles, in connection with the comparatively small supplies expected in October and November, led to some speculative movements, and 50,000 bags were disposed of at \$1 95 @ \$2 05 per bushel. Since September the money panic has had a great influence on the price of this article. Many of the principal crushers, finding no sale for oil, have been compelled to stop their mills, and declined purchasing linseed except at very low figures. Prices in consequence declined to \$1 20 @ \$1 25, at which 70,000 bags were taken in November and December, principally at \$1 25. Within two weeks there has been a firmer feeling, and late sales have been made at \$1 30 @ \$1 35 per bushel. The stock in first hands is 88,616 bags and 41,605 pockets, against 18,000 bags in 1856, while in 1855 and 1854 the market was bare. In 1853 the stock was 8,000 bags. The stock in the hands of all the crushers amounts to about 150,000 bags. The highest and lowest prices for a number of years have been as follows:—

	PER BUSHEL.
1857 .....	\$1 20 @ \$2 05
1856 .....	1 77½ @ 2 37½
1855 .....	1 92½ @ 2 45
1854 .....	1 62½ @ 2 10
1853 .....	1 40 @ 1 45
1852 .....	1 27½ @ 1 75
1851 .....	1 25 @ 1 32½
1850 .....	1 55 @ 1 80

97 ships have arrived at this port the past year from Calcutta, with 584,025 bags and 257,841 pockets, which, allowing six pockets to a bag, amounts to 628,998 bags. The imports for ten years have been as follows:—

	1857	1856	1855
FROM			
Calcutta, bags ....	628,998	393,544	351,521
Bombay .....	2,000	.....	.....
Russia .....	.....	1,052	.....
Sicily .....	.....	.....	45
Other places .....	.....	2,657	.....
Total .....	628,998	397,243	351,566

	BAGS.
IMPORTED IN	
1854 .....	268,522
1853 .....	218,797
1852 .....	185,694
1851 .....	171,984
1850 .....	102,727
1849 .....	82,349
1848 .....	90,277

**SPICES.**—The import of Spices has been as follows:—

	1857	1856	1855
Pepper, piculs .....	.....	4,350	.....
Pepper, bags .....	89,687	12,526	19,856
Ginger, bags .....	7,974	7,196	4,880
Ginger, pockets .....	2,968	1,968	.....
Ginger, lbs .....	67,000	.....	.....

	1857	1856	1855
Cassia, mats .....	26,794	61,347	20,046
Cassia, cases .....	1,244	704	472
Cassia, pkgs .....		1,080	764
Pimento, bags .....	1,956	2,276	.....
Nutmegs, cases .....	461	415	.....
Nutmegs, casks .....		107	.....
Nutmegs, pkgs .....	583	303	.....
Mace, cases .....	93	96	.....
Cinnamon, pkgs .....	191	.....	.....

**SPIRITS.**—Brandy in January and February was quite steady at \$3 85 cts @ \$4 for Rochelle and \$4 75 @ \$5 25 cts for the different brands Cognac, but in March, on account of the new tariff, there was a speculative demand for lots in bond, and prices advanced to \$4 @ \$4 50 cts for Rochelle, and \$5 @ \$6 for Cognac, with considerable sales at equal to these prices. In July when the tariff went into operation, prices declined to \$3 25 @ \$3 75 cts for Rochelle, and \$4 75 @ \$5 25 cts for Cognac, and the principal sales since have been at these prices. The range of prices for some years past has been as follows:—

	ROCHELLE.	COGNAC.
1857 .....	\$2 90 @ \$4 50	\$4 75 @ \$5 25
1856 .....	3 75 @ 4 00	4 75 @ 5 25
1855 .....	3 75 @ 4 25	4 75 @ 5 25
1854 .....	2 90 @ 4 30	4 75 @ 5 00

Holland Gin, the first six months of the year, under the old tariff, ruled at \$1 25 @ \$1 55 cts, and during the last six months from 75 @ \$1 12½ cts per gal. as to brand. New England Rum has ruled during the year from 36 @ 56 cts per gal. cash and time. Most of the Rum manufactured the past year has been from Whiskey, the high price of Molasses having almost prohibited the use of that article. The highest and lowest prices of Gin and Rum for a number of years have been as follows:—

	GIN.	N. E. RUM.
1857 .....	75 @ \$1 55	36 @ 56
1856 .....	1 15 @ 1 60	41 @ 51
1855 .....	1 19 @ 1 75	38 @ 54
1854 .....	1 15 @ 2 00	31 @ 38

The imports of Spirits have been as follows:

FROM	GALS.
Grain .....	445,607
Other materials .....	30,642
Brandy .....	63,081

TOTAL.	GALS.
1857 .....	539,330
1856 .....	542,396
1855 .....	592,976
1854 .....	438,721
1853 .....	636,486
1852 .....	482,991
1851 .....	540,678
1850 .....	450,645
1849 .....	526,190
1848 .....	434,073

The exports have been as follows:—

	DOMESTIC.	FOREIGN.
Rum, gals .....	1,521,076	600
Alcohol .....	117,607	.....
Brandy .....	11,623	9639
Gin .....	15,303	1211
Whiskey .....	10,706	121
Pure Spirit .....	2,110	.....

TOTAL.		
1857 .....	1,678,430	17,271
1856 .....	1,002,013	17,988
1855 .....	2,103,939	71,045
1854 .....	1,394,940	36,490
1853 .....	713,033	47,380
1852 .....	644,406	7,989
1851 .....	560,437	4,276
1850 .....	394,259	8,367
1849 .....	641,176	50,840
1848 .....	473,302	67,231

**SUMAC.**—This article has been selling during the year from \$70 @ \$87.50 cts per ton for common and well known brands Sicily, with sales principally from \$75 @ \$90 per ton. In 1856 prices ranged from \$70 @ \$90, in 1855 from \$72.50 cts @ \$90, and in 1854 from \$85 @ \$100 per ton. The imports have been as follows:—

FROM	BAGS.
Foreign ports .....	24,259
Coastwise .....	9,193

TOTAL.	
1857 .....	33,452
1856 .....	30,692
1855 .....	23,611
1854 .....	42,535
1853 .....	42,626
1852 .....	35,015
1851 .....	25,636
1850 .....	29,624
1849 .....	30,050
1848 .....	34,524

**SUGAR.**—There was considerable excitement in the Sugar market the first four months of the year, and prices touched a higher point than ever before known. The current rates for Cuba yellow, early in January last, were 10 @ 11½ cts, and Cuba muscovado 9½ @ 10 cts, but during January, February, March and April prices advanced 2 @ 3 cts per lb., sales having been made early in May at 11½ @ 14½ cts for Cuba yellow, and 10½ @ 12½ cts for muscovado. These high prices materially checked the consumption—very large stocks accumulated in all the principal markets, and prices for the past eight months, until within a few weeks, have been tending downward, the unexpected money panic since September causing a rapid decline. The late sales have been at 7 @ 9½ cts for Cuba yellow, and 6½ @ 7½ cts for Cuba muscovadoes, and are 4 @ 5 cts per lb below the highest point. The highest and lowest prices for a number of years have been as follows:—

	BOXES.	HDS.
1857 .....	7 @ 14½	6½ @ 12½
1856 .....	7½ @ 11½	7 @ 10½
1855 .....	5 @ 9½	4 @ 8½
1854 .....	5 @ 7½	3½ @ 6
1853 .....	5 @ 7½	3½ @ 5½
1852 .....	4½ @ 7½	4 @ 5½
1851 .....	4½ @ 7½	4 @ 6
1850 .....	5 @ 7½	4 @ 6½

The cargo sales of Manilla have been from 6½ @ 10½ cts per lb, 350 tons selling last June, to arrive, at the latter rate. In 1856 prices of Manilla ranged from 6½ @ 9 cts, in 1855 from 5½ @ 7½ cts, in 1854 from 4½ @ 5½ cts, and in 1853 from 4½ @ 5½ cts. The stock in first hands, December 31, as made up by McLellan and Emmons, was as follows:—

	1857	1856	1855	1854
Boxes .....	3,438	14,223	8252	7539
Hhds .....	950	282	248	87
Bags .....	18,912	4,000	....	....

The Imports have been as follows:—

	HHDS. AND CASKS.	BBLs.	BAGS.	BOXES.
Foreign ....	23,716	1,541	200,419	85,406
Coastwise ..	1,937	12,199	....	2,681
<b>TOTAL.</b>				
1857 .....	25,653	13,740	200,419	38,087
1856 .....	20,070	5,407	190,137	76,712
1855 .....	22,298	23,846	117,672	70,589
1854 .....	23,924	9,534	85,821	67,608
1853 .....	23,725	6,899	155,449	85,089
1852 .....	16,667	8,654	98,632	86,477
1851 .....	13,667	5,843	88,126	84,828
1850 .....	15,797	8,021	53,312	86,610
1849 .....	11,032	17,502	71,042	47,733
1848 .....	11,796	5,964	74,129	72,661

The exports to foreign ports have been as follows:

	BOXES.	HHDS.	CASKS.	BAGS.
1857 .....	7625	2561	18,735	17,873
1856 .....	8882	125	8,308	250
1855 .....	7008	692	22,854	449
1854 .....	9820	2772	23,461	449
1853 .....	9215	2396	22,520	5,098
1852 .....	6157	429	4,846	....
1851 .....	8451	1904	1,790	....
1850 .....	7750	701	5,959	900
1849 .....	9717	521	1,554	1,249
1848 .....	5387	941	2,185	2,500

**TALLOW.**—Rendered has been sold during the year from 8 @ 12½ cts; late sales having been at 9½ @ 10 cts per lb. In 1856 the range of prices was from 10 @ 12½ cts; in 1855 from 11½ @ 12 cts; in 1854 from 10½ @ 12½ cts; and in 1853 from 9½ @ 12 cts. The exports have been as follows:

	BBLs.
1857 .....	1817
1856 .....	2658
1855 .....	1814
1854 .....	3080
1853 .....	2485
1852 .....	1819
1851 .....	3881
1850 .....	2144
1849 .....	2172
1848 .....	3244

**TOBACCO.**—The stock of leaf Tobacco in first hands is 350 hhds against 350 hhds in 1856, 300 hhds in 1855, 300 hhds in 1854, 750 hhds in 1853, 700 hhds in 1852, 900 hhds in 1851, and 600 hhds in 1850. The imports have been as follows:—

	HHDS.	BALES.	BXS. & KGS.
1857 .....	1,290	6,354	38,211
1856 .....	1,962	7,407	38,422
1855 .....	1,354	4,126	37,221
1854 .....	514	2,514	38,121
1853 .....	1,239	2,706	66,684
1852 .....	2,316	4,641	51,608
1851 .....	2,691	3,663	41,794
1850 .....	2,161	4,946	35,179
1849 .....	2,091	8,350	27,089
1848 .....	2,112	4,544	32,013

The amount inspected in Boston has been as follows:—

	HHDS.
1857 .....	1,118
1856 .....	1,588
1855 .....	667
1854 .....	443
1853 .....	887
1852 .....	1,515
1851 .....	1,680
1850 .....	1,361
1849 .....	1,470
1848 .....	1,664

The export of Tobacco has been as follows:

	HHDS.	BALES AND CASKS.	BOXES AND KECS.
1857 .....	808	5,808	9,813
1856 .....	1,353	6,336	13,002
1855 .....	1,037	5,067	14,890
1854 .....	557	4,906	21,811
1853 .....	910	7,874	19,100
1852 .....	991	6,036	18,453
1851 .....	1,146	4,104	17,567
1850 .....	810	4,080	7,673
1849 .....	1,540	3,714	9,323
1848 .....	1,619	2,534	9,108

**TIN.**—The stock in first hands December 31, was 5,100 slabs Revelly and Straits.

**WHALEBONE.**—The imports of Whalebone into the United States for ten years past have been as follows:—

	LBS.
1857 .....	2,023,900
1856 .....	2,552,700
1855 .....	2,797,500
1854 .....	3,445,200
1853 .....	2,652,300
1852 .....	1,250,900
1851 .....	8,616,500
1850 .....	2,809,200
1849 .....	2,281,101
1848 .....	2,003,000

**WINE.**—The imports of the year have been as follows:—

	GALS.
Madeira .....	2,315
Port .....	9,279
Sherry and San Lucas .....	20,317
Sicily and other Mediterranean .....	21,253
Fayal and other Azores .....	16,610
Burgundy .....	12,342
Malaga .....	3,260
Austria and other German .....	1,514
Claret .....	209
Red, not enumerated .....	4,336

IN BOTTLES. DOZ.

Port .....	252
Champagne .....	9,833
Claret .....	8,674
Malaga .....	350
Hock .....	154
Belgium .....	68
Sherry .....	7
Burgundy .....	2
All others .....	513

Total doz bottles 14,356 Equal to gals., 43,068

	TOTAL
1857 .....	184,303
1856 .....	162,622
1855 .....	123,893

1854	156,898
1853	180,561
1852	94,488
1851	210,422
1850	255,881
1849	232,168
1848	349,337

**WOOL.** — The market for fleece and pulled Wool opened very firm in January last, the current prices ranging from 37 @ 70 cts for common and choice fleece, and in this range the sales were made until the arrival of the new crop. Early in June there was quite a rush of buyers to all the wool-growing States, who freely offered the opening prices of last year, which were generally declined. Notwithstanding, most kinds of manufactured goods had, for some time previous, been selling under the cost of production, the prospect of good crops throughout the country and an active demand for goods was so promising that before the close of June a good portion of the new clip had passed into the hands of manufacturers and speculators at an advance of 2 @ 5 cts per lb on the opening prices of last year, and in July and August the market was quite buoyant at from 35 @ 65 cts per lb. In September a tight money market put a stop to active operations, and since October the depression in trade has been such that business has been almost suspended — nearly all the mills engaged in the manufacture either working short time or were stopped altogether. Prices within a few weeks have become more settled, with considerable inquiry from manufacturers, and the sales have ranged from 28 @ 45 cts for common to very good fleece, indicating a decline of 20 @ 25 cts per lb on the prices of the higher grades previous to October. The stock of fleece and pulled is about 900,000 lbs against 1,200,000 lbs in 1856, 1,200,000 lbs in 1855, 800,000 lbs in 1854, and 1,400,000 lbs in 1853. The receipts have been as follows:—

	BALES.
1857	28,738
1856	33,711
1855	39,620
1854	19,690
1853	22,770
1852	30,336
1851	28,536
1850	26,247
1849	28,808
1848	17,698

All kinds of foreign wool was in good demand from January to September, and very full prices were realized. In July and August, under the operation of the new tariff, the transactions were larger than ever before in this market, the sales for those months including upwards of 7,000 bales of

Cape, Mediterranean and other kinds, and 1,200,000 lbs Chilian. Since September the market has been exceedingly depressed, and in October, November and December scarcely anything was done. Some considerable lots, which could not be sold or manufactured in this market to advantage, have been reshipped to Great Britain, the export of foreign wool the past three months amounting to 6,777 bales. The imports for ten years have been as follows:—

	BALES.	QUINTALS.
1857	37,680	13,847
1856	14,478	17,765
1855	14,919	9,751
1854	24,925	9,821
1853	27,374	16,451
1852	12,749	19,026
1851	26,656	17,866
1850	18,174	11,681
1849	14,815	6,000
1848	17,707	11,425

**EXCHANGE.** — Bills on London have ruled during the year from par to 9½ per cent premium, and the present current rates are 8½ @ 9½ per cent. In 1856 the current rates were 8½ @ 10 per cent, in 1855 from 7½ @ 10½, in 1854 from 8 @ 10 cts, and in 1853 from 9 @ 10½ per cent premium.

**SPECIE.** — The export of Specie for December has been as follows:—

To Liverpool—	
Per steamship Niagara	\$799,680 85
Per steamship America	1,024,332 45
Per steamship Canada	769,236 14
To Hayti	3,473 25
Port au Prince	400 00
Aux Cayes	138 40
TOTAL	
December	\$2,597,299 09
November	202,890 50
October	900 00
September	6,800 00
August	1,253,550 00
July	968,310 07
June	1,640,840 12
May	1,589,926 57
April	642,981 57
March	311,066 39
February	212,776 69
January	272,088 15

TOTAL	
1857	\$9,712,759 15
1856	2,227,069 08
1855	14,869,470 35
1854	7,418,437 32
1853	5,763,517 88
1852	3,496,006 22



## CUMMINS &amp; LEE'S STATEMENT OF CALCUTTA GOODS.

BOSTON, JANUARY 1, 1858.

ARTICLES.	Imported into the United States for the year 1857.	Imported in 1856.	On the way from Calcutta at this date.	On board ship in Calcutta, but not cleared, up to the 21st Oct., 1857.	Stock in Importers' hands, Boston, 21st Dec., 1857.
Saltpetre, bags .....	151,223	95,527	28,177	8,554	25,648
Linseed, bags .....	799,666	464,728	157,059	87,556	88,816
Do pockets .....	322,985	229,689	53,538	8,800	41,605
Buffalo Hides, pieces .....	276,662	150,950	55,020	3,300	55,000
Cowhides, pieces .....	549,698	519,500	76,100	None	90,000
Goatskins, pieces .....	1,522,254	1,466,753	384,118	17,000	550,000
Gunny Cloth, bales .....	58,762	49,802	7,400	100	19,500
Gunny Bags, bales .....	20,425	29,924	5,412	200	13,500
Jute, bales .....	49,024	18,326	3,345	50	6,969
Shellac, cases .....	6,783	6,601	1,038	None	1,052
Lac Dye, cases .....	1,423	3,220	816	100	1,800
Indigo, cases .....	2,123	2,303	197	None	657
Ginger, bags .....	3,684	6,238	1,838	None	1,793
Do pockets .....	4,180	3,530	1,500	None	1,107
Hemp, bales .....	7,298	8,926	1,761	None	2,057
Castor Oil, cases .....	9,112	5,309	1,150	595	2,268
Do casks .....	427	72	None	None	80
Cutch, packages .....	10,566	6,887	865	383	4,600
Twine, bundles .....	4,086	9,310	2,329	None	150

SUNDRY ARTICLES IMPORTED FROM CALCUTTA INTO THE UNITED STATES, IN 1857.

16,566 bags Rice; 40,821 bags Sugar; 360,696 Sheepskins, rough and tanned; 102,414 Tanned Goatskins; 569 bags and 1,520 pockets Nux Vomica; 32 cases Borax; 20 cases Gum Tragacanth; 870 bales Coir Yarns; 92 bales Coir Mats; 1,429 rolls Coir Matting; 24 coils Coir Rope; 262 bales Senna; 356 packages Cassia; 2,500 bundles Rattans; 10 cases Assafetida; 8 bales Jute Mats; 365 packages Leaf Tobacco; 1,322 Straw Hats; 75 bags Black Seed; 2 bales Wool; 59 casks and 205 cases Coconut Oil; 19,600 Bamboo Fishing Poles; 26 cases Cardamoms; 11 bales Calfskins; 10 cases India Rubber; 2 cases Tincals; 8,910 pieces Redwood; 190 casks Molasses; 984 bags and 3,871 pockets Tumeric; 8 bales Raw Silk.

EXPORTS OF SUNDRY CALCUTTA GOODS FROM THE UNITED STATES, IN 1857.

Saltpetre, 48,534 bags; Linseed, 36,994 bags and 12,810 pockets; Jute, 29,648 bales.

# ABSTRACTS OF THE DECISIONS

OF THE TREASURY DEPARTMENT, UNDER THE TARIFF OF 1857, ETC.

In preparing these Abstracts for this Report, we have used the Circulars to Collectors of the Customs, kindly furnished us by the Hon. HOWELL COBB, Secretary of the Treasury. Parts of the Circulars have been omitted, as unnecessary for the information of merchants upon the questions decided. But the points raised by the importers, the opinions adversely of the several Collectors, and the final judgment of the Secretary on the appeals, have all been retained in full, and in the exact words of the Circulars. Persons who consult these Abstracts, therefore, may consider them as entirely accurate in every essential particular.

## LIST OF DECISIONS ON APPEALS.

NO. OF ABSTRACT.	ARTICLE OF MERCHANDISE.	NO. OF ABSTRACT.	ARTICLE OF MERCHANDISE.
2—	Mousseline de Laine.	25—	Tapes of Cotton, and of Cotton and Linen.
3—	Cotton Vestings and Cotton Fringes.	26—	Spool Cotton, Bleached or Dyed.
4—	Various Cotton Fabrics.	27—	Cotton and Linen; Snowdrop Damask.
5—	Walnuts.	28—	Velveteens, and Cords or Corduroys.
6—	Almonds.	29—	Bed Lace; Diamond Bed Lace; Corset Lace; Velvet Ribbon.
7—	Gingham.	30—	Cotton Velvets.
8—	Embroidered Velvet, for Slippers.	31—	Cotton Hosiery.
9—	Gum Benzoin, or Benjamin.	32—	Flax; Fancy Packthread or Twine.
10—	Leeches.	33—	Gentianella Blankets.
11—	Wood's Patent Dry or Boller Felt.	34—	Raw Silk, as Reeled from the Cocoon.
12—	Felt.	35—	Japanned Leather.
13—	Chlorate of Potash, and Sal Acetosella.	36—	Watch Movements.
14—	Borax.	37—	Watch Materials.
15—	Filberts; Sumac.	38—	Corrugated Zinc.
16—	Colored or Plaid Flannels.	39—	Zinc; Sheathing Metal.
17—	Checked Flannels.	40—	Garancine; Extract of Madder.
18—	Valuation of Foreign Wool.	41—	Parian Marble Busts and Figures; Statuary.
19—	Claims for Return Duties.	42—	Bisque Statuettes; Statuary.
20—	Canal Boats and Barges.	43—	Chemicals, and Apparatus for Seminaries of Learning.
21—	Twilled Fabrics of Cotton and Worsted.	44—	Salted Peppers, from Cape Haytien.
22—	Printed Merinoes of Worsted and Cotton, and Amelines of Worsted.	45—	Green Ebony; Value of Jamaica Currency.
23—	Printed and Dyed Merinoes of Worsted and Cotton.	46—	Mules from Mexico.
24—	Towels composed of Linen and Cotton.		

## No. 2.

## MOUSSELINE DE LAINE.

Difference of opinion between Messrs. BENKARD & HUTTON and the Collector of New York. Duties paid under protest, and appeal to the Treasury Department.

DECISION, JULY 18, 1857.

The importers claim to enter the article under Schedule D of the existing tariff act at the rate of duty of 19 per cent. The collector has decided that it is subject to the duty of 24 per cent. under schedule C of that act.

The article in question is composed wholly of worsted, or of worsted and silk, and has been long known in commerce under the designation of "mousseline de laine." There is another fabric, composed of worsted and cotton, known also in commerce under the designation of "de laine." Neither fabric was specially designated in the tariff act of 1846, but both were embraced in schedule D of that tariff, as manufactures composed wholly of worsted, or of which worsted was a component material.

The 2d section of the tariff act of 3d March last provides "that all manufactures composed wholly of cotton which are bleached, printed, painted or dyed, *and de laines*," shall be transferred to schedule C; and the question is now presented, whether, under this phraseology, the article known as "mousseline de laine," as well as that known simply as "de laines" is thus transferred to schedule C, and made dutiable at the rate of 24 per cent.

In the opinion of the Department it is transferred to that schedule by force of this provision, and subjected to duty at the rate of 24 per cent. That it has long been commercially known as a "de laine" will not, it is believed, be questioned, and the terms "*de laines*," used in the act directing the transfer, can receive, in the opinion of the Department, no other construction than as embracing all fabrics, of whatever material composed, so known and designated in commercial parlance at the date of the act.

The merchandise in this case was properly classified by the collector, and subjected to the legal rate of duty, and his decision is hereby confirmed.

**No. 3.****COTTON VESTINGS AND COTTON FRINGES.**

Appeal of Messrs. BRAUNS & Co., of Baltimore, as agents of Messrs. PLATT & SCHOTTLEB, of Philadelphia, from the Collector of Baltimore.

DECISION, JULY 30, 1857.

The Department understands the collector to have decided that the articles in question are comprehended under the designation in schedule C of the tariff act of 3d March, 1857, of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," and subject to a duty of 24 per cent.; the importers claiming to enter them at a duty of 19 per cent., under the designation of "manufactures composed wholly of cotton, not otherwise provided for," in schedule D of that act.

Cotton fringes and cotton vestings, not being specially provided for by name in any schedule of the tariff of 1846, fell within schedule D of that tariff, as "manufactures composed wholly of cotton not otherwise provided for." But in the tariff of 3d March, 1857, modifying that of 1846, a new class of cotton fabrics has been added to schedule C, to wit: "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," so that the articles in question are now provided for in schedule C, being composed wholly of cotton, and bleached, printed, painted or dyed, and not specially designated in any other schedule of the tariff. The provision in schedule D is no longer applicable to the articles in question, but they are properly classed in schedule C. The decision of the collector in this case is approved.

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**No. 4.**

**COTTON FABRICS; CORDS OR CORDUROY; VELVETEENS; MOLESKINS; DREADNAUGHTS; REPELLENT MOLESKINS.—ENTRY CLAIMED AS VELVET IN THE PIECE, OR COTTON VELVET.**

Appeal of GEORGE D. PARISH, from the Collector of Philadelphia.

DECISION, AUG. 12, 1857.

The question submitted was the rate of duty to be charged on certain fabrics, composed wholly of cotton, and known in trade as "cords or corduroy;" "velveteens;" "moleskins;" "dreadnaughts;" and "repellent moleskins."

The collector assessed the duties upon these several fabrics at 24 per cent., under schedule C of the tariff act of 3d March, 1857, as "manufactures composed wholly of cotton, which are bleached, printed, painted, or dyed." The importer contends that duty should be assessed at the rate of 15 per cent., as "velvet in the piece, composed wholly of cotton," under schedule E of that tariff.

The fabrics in question do not appear to be now, nor ever to have been, known in commerce as "cotton velvets," nor are they specifically designated, under their commercial names, in any schedule of the tariff. Being composed wholly of cotton, and dyed, they fall within schedule C of the tariff of 1857, as "manufactures composed wholly of cotton, which are bleached, printed, painted, or dyed," and were properly charged by the collector with a duty of 24 per cent.

The decision of the collector is affirmed.

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#### No. 5.

#### WALNUTS.—ENTRY CLAIMED AS "FRUIT."

Appeal of DANIEL ST. AMANT, from the Collector of New York.

#### DECISION, AUGUST 10, 1857.

By the 2d section of the tariff act of 3d March, 1857, "fruits, green, ripe, or dried," are transferred to schedule G, and made dutiable at the rate of eight per cent. Mr. St. Amant contends that the walnut is a "fruit," and is so transferred. The collector regards it as a "nut not otherwise provided for," and falling within that classification in schedule C under the tariff act of 3d March, 1857, and liable to a duty of 24 per cent.

The "walnut" is not known and designated in commercial parlance as a "fruit," but as a "nut;" and under the tariffs of 1842 and 1846 duties were imposed, it is believed without protest or objection, upon walnuts, under the provisions of those laws imposing duties on "nuts."

Walnuts were not specially provided for by name in the tariff of 1846, but were embraced in schedule C under the designation of "nuts not otherwise provided for." That classification is not disturbed by the tariff act of 3d March, 1857. They still remain in schedule C, and are liable to a duty of 24 per cent.

The decision of the collector is affirmed by the Department.

**No. 6.****ALMONDS. — ENTRY CLAIMED AS "FRUIT."**

*Appeal of Messrs. P. BALEN & Co., from the Collector of New York.*

**DECISION, AUGUST 11, 1857.**

Under the 5th section of the tariff act of 3d March, 1857, as to the rate of duty to be assessed on "almonds."

Duty has been assessed by the collector on the articles in question, at the rate of thirty per cent., under schedule B of the tariff of 1857.

The appellants contend that "almonds should be charged with a duty of eight per cent., as falling within the classification in schedule G of that tariff, of "fruits, green, ripe, or dried;" almonds being claimed by them to be a "dried fruit."

"Almonds were specifically designated in the tariff of 1846, under schedule B, and subjected to a duty of forty per cent. They are not transferred to any other schedule by the tariff act of 3d March, 1857, unless, as the appellants assert, they can be regarded as embraced within the classification of "fruits, green, ripe, or dried," which are transferred by that act to schedule G.

"Almonds" are not, in fact, "dried fruit," falling within the classification embracing raisins, prunes, currants, and other fruits, denominated "dried," because their juices, to a certain extent, have been expelled by exposure to natural or artificial heat, nor in popular or commercial parlance, it is believed, are they so known and designated.

"Almonds" must therefore be regarded as still remaining in schedule B, and liable, under the existing tariff, to duty at the rate of thirty per cent.

The decision of the Collector in this case is affirmed.

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**No. 7.****COTTON FABRIC; GINGHAM. — ENTRY CLAIMED AS A MANUFACTURE OF COTTON NOT OTHERWISE PROVIDED FOR.**

*Appeal of Messrs. STUART & BROTHER, from the Collector of Philadelphia.*

**DECISION, AUGUST 11, 1857.**

Under the 5th section of the tariff act of March 3, 1857, as to the rate of duty to be assessed on a fabric composed wholly of cotton, and known in commerce as "gingham."

The collector has assessed the duty on the article in question, at the rate of 24 per cent., as embraced within the classification of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," in schedule C of the tariff of 1857.

The appellants contend that the processes of bleaching and dyeing are performed before the "gingham" is manufactured, and that the fabric does not, therefore, fall within the description in schedule C of the tariff act of 1857, but should be classed as a "manufacture composed wholly of cotton not otherwise provided for," in schedule D of that tariff, and be charged with a duty of 19 per cent.

"Ginghams" are not specially named in any schedule of the tariff of 1857.

The terms in schedule C, "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," refer to the character of the article at the date of importation into the United States. It is immaterial at what time or in what order, in the course of manufacturing the fabric from the raw material, the processes of bleaching and dyeing were performed. If, on importation, the article is a bleached, printed, painted or dyed manufacture, consisting wholly of cotton, and not designated in any other schedule of the tariff, it is liable in that classification in schedule C to duty at the rate of 24 per cent.

"Ginghams" being clearly embraced within that description, the decision of the collector charging them with a duty of 24 per cent., under schedule C, is affirmed.

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#### No. 8.

#### EMBROIDERED VELVET UPPERS FOR SLIPPERS.

Appeal of Messrs. L. & P. GROSCHOLZ, from the Collector of New York.

DECISION, AUGUST 24, 1857.

The Collector levied a duty of 24 per cent. on an article described as "an embroidered cut velvet slipper upper," being cotton velvet elaborately embroidered and cut in slips or patterns of the size and shape of slippers, as falling within the classification of "manufactures of cotton, linen, silk, wool, or worsted, if embroidered or tamboured in the loom or otherwise, by machinery or with the needle or other process."

The importers contend that the article should pay a duty of 4 per cent. only, under the classification, in schedule H, of manufactures of mohair cloth, silk twist, or other manufactures of cloth, suitable for the manufacture of shoes, cut in slips or patterns of the size and shape for shoes, slippers, boots, bootees, gaiters, or buttons, exclusively, not combined with India rubber."

The article in question is not simply a "manufacture of cloth," cut in form for slippers, as designated in schedule H, but is a manufacture of cloth which has undergone the further process of embroidery by hand or machinery.

That it is cut into the form for "shoes, slippers, boots, bootees, gaiters or buttons," does not bring it into the classification of schedule H. A "manufacture of cloth" so cut, not combined with India rubber, belongs to that schedule, but not a manufacture of cloth *embroidered*, which is a distinct article in fact, and distinguished in the law. Such has been the uniform decision of the Department under the tariff of 1846.

The duty of 24 per cent. was properly charged upon the article in question, under schedule C of the tariff of 1857.

The decision of the collector is affirmed.

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#### No. 9.

#### GUM BENZOIN OR BENJAMIN.

Appeal of Messrs. SCHIEFFELIN BROS. & Co. from the Collector of New York.

DECISION, AUGUST 24, 1857.

Question, under the 5th section of the tariff act of 3d March, 1857, as to the rate of duty to be charged under that act on "gum benzoïn" or "gum benjamin."

"Gum benzoïn or benjamin" being specially designated in schedule C of the tariff of 1846, and not specially enumerated in any of the exceptions in the 2d section of the tariff act of 1857, the collector regards it as still remaining in that schedule, and liable, under existing law, to the duty of 24 per cent.

The importers contend that the provision in the 2d section of the act of 3d March, 1857, that gums Arabic, Barbary, Copal, East India, Jeddo, Senegal, Substitute, Tragacanth, and all other gums and resins in a crude state, shall be transferred to schedule



G, comprehends "gum benzoin or benjamin," and that it should be subjected to a duty of 8 per cent. in that schedule.

The collector regards that provision as intended to reach only the unenumerated gums of the tariff of 1846, which, as such, paid a duty of 20 per cent. under that act.

After a very careful examination the department decide that "gum benzoin or benjamin," though sometimes designated as a balsam, is generally known in commerce as a gum in a crude state, and, as such, is transferred from schedule C, in the tariff of 1846, to schedule G, by force of the provision in the 2d section of the tariff act of 3d March, 1857, transferring to that schedule "gums Arabic, Barbary, Copal, East India, Jeddo, Senegal, Substitute, Tragacanth, and all other gums and resins in a crude state," and is chargeable with a duty of 8 per cent.

The only remaining provision in relation to gums in the tariff act of 1857, is that transferring "medicinal roots, leaves, gums and resins in a crude state, not otherwise provided for," to schedule E. "Gum benzoin or benjamin" being chiefly used in the preparation of cosmetics and benzoic acid and not for medicinal purposes, cannot be held as falling within the class of medicinal gums.

The decision of the collector is, therefore, overruled, and the article in question is entitled to be entered as a "gum in a crude state," under schedule G of the tariff of 3d March, 1857, at a duty of 8 per cent.

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### No. 10.

#### LEECHES.

Appeal of Messrs. G. A. & H. WITTE, from the Collector of New York.

#### DECISION, AUGUST 25, 1857.

The Collector levied a duty of 15 per cent., under schedule E of the tariff of 1857, on eleven cases of "leeches," imported by them in the steamer "Harmonia."

The decision of the collector seems to have been determined by the following considerations: "Leeches" were specifically designated in the tariff of 1846, in schedule E, and are not specifically transferred to any other schedule by the act of March 3, 1857, and the terms in the free list of schedule I of the tariff of

1857, of "animals, living, of all kinds," do not embrace leeches, but refer to that description of animals included under the terms, "animals imported for breed," in the free list of the tariff of 1846, the purpose of Congress being merely to take off the restriction, and admit that description of animals free of duty, whether imported for breed or not.

On the contrary, the importers claim that the terms "animals, living, of all kinds," in schedule I, embrace "leeches," and operate necessarily as a transfer of them to that schedule from schedule E in the tariff of 1846, and that consequently they were not liable to duty.

The 1st section of the tariff act of March 3, 1857, adopts the enumerations in the several schedules of the tariff of 1846, with such exceptions as are made in the subsequent provisions of that act. Leeches were specifically designated in schedule E of the tariff of 1846. They are not transferred by name to any other schedule by the tariff act of 1857, but the comprehensive terms in schedule I of that act, of "animals, living, of all kinds," must, in the opinion of the Department, be held to embrace "leeches," and transfer them from schedule E in the tariff of 1846 to the free list in schedule I in the tariff of 1857. The decision of the collector is therefore overruled, and the articles in question are entitled to entry free of duty, under schedule I of the tariff of 1857.

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No. 11.

WOOD'S PATENT DRY OR BOILER FELT.

Appeal of Messrs. N. MITCHELL & SONS, from the Collector of Boston.

DECISION, AUGUST 25, 1857.

Question, the rate of duty to be levied on an article invoiced as "Wood's Patent Dry or Boiler Felt."

The collector imposed duty at the rate of nineteen per cent. upon the article in question, as a "manufacture of hair, not otherwise provided for," under schedule D of the tariff of 1857.

The appellants claim entry of the article free of duty, under the classification in schedule I of the tariff of 1857, as "felt, adhesive, for sheathing vessels," or as an unenumerated article, subject to duty at the rate of fifteen per cent.

The article in question is a felt, but not an "adhesive felt," within the meaning of the law; nor does it appear to be now, or ever to have been, so known and designated in commerce. On the contrary, it is known and designated, as it was invoiced, "a dry or boiler felt," being chiefly used in the packing of boilers. The article known in commerce as "adhesive felt, used for sheathing vessels," contains tar or pitch; while the article in question is hair cleansed and compressed, but unmixed with any other substance to give it an adhesive quality.

It is unquestionably a manufacture of hair, and falls under the designation, in schedule D, of "manufactures of hair not otherwise provided for," and is chargeable with duty at the rate of nineteen per cent.

Being thus designated in schedule D, it is, of course, not a non-enumerated article, as suggested by the appellants.

The decision of the collector is affirmed.

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#### NO. 12.

#### FELT.

Appeal of JOHN DWYER, from the Collector of Boston.

DECISION, AUGUST 25, 1857.

Question, the rate of duty to be charged on an article invoiced as "felt."

The collector assessed duty upon the article in question as a "manufacture of hair not otherwise provided for," at the rate of 19 per cent., in schedule D of the tariff of 1857.

The appellant claims the article to be entitled to entry free of duty, under schedule I of the tariff of 1857, as "felt, adhesive, for sheathing vessels."

The article is found, on examination, to be hair worked into felt, uncombined with any other material.

It is alleged by the appellant that it is exclusively used for "sheathing vessels." It may be so; but it is, nevertheless, not the article known in commerce as "felt, adhesive, for sheathing vessels," of which tar or some other adhesive substance is always a component material.

The collector's decision, assessing duty on the article in question at the rate of 19 per cent., as a "manufacture of hair not otherwise provided for," under schedule D of the tariff of 1857, is affirmed.

## No. 13.

## CHLORATE OF POTASH AND SAL ACETOSELLA.

Appeal of Messrs. POWERS & WEIGHTMAN, from the Collector of Philadelphia.

DECISION, AUGUST 27, 1857.

Question, the rate of duty to be assessed on articles of import known as "chlorate of potash" and "sal acetosella."

The collector levied duty on the articles in question at the rate of 15 per cent., as embraced in the classification in schedule E of the tariff of 1857, of "salts, Epsom, glauber, Rochelle and all other salts, and preparations of salts, not otherwise provided for."

It is contended by the appellants, that "chlorate of potash" and "sal acetosella," being used chiefly in dyeing and manufacturing, should be admitted to entry at a duty of 4 per cent., under the classification in schedule H of the tariff of 1857, of "articles not in a crude state, used in dyeing and tanning, not otherwise provided for."

Neither "sal acetosella," nor "chlorate of potash," is specifically named in any schedule of the tariff act of 1857. That they are known, chemically, as salts, is not denied. They are not dyes, nor used in the process of "dyeing or tanning," in the sense in which these terms as used in schedule H are to be understood.

These same provisions are contained in the same schedules in the tariff act of 1846, and these salts have always been held as falling within schedule E, under the classification of "all other salts, and preparations of salts, not otherwise provided for."

The collector's decision assessing duty, under schedule E, at the rate of 15 per cent., is affirmed.

## No. 14.

## BORAX.

Appeal of Messrs. L. A. & W. BIRD, from the Collector of Boston, and of Messrs. JOSIAH MACY & SON, New York.

DECISION, AUGUST 28, 1857.

Question, the rate of duty to be assessed on an importation of "borax."

An appeal has also been taken by Messrs. Josiah Macy & Son, of New York, from the decision of the collector at that port, assessing duty on "borax" imported by them.

In both cases the collectors charged duty on the article at the rate of 19 per cent., under schedule D of the tariff of 1857, and in both cases the article was found to be the "refined borax" of commerce.

The importers in both cases claim to enter the article at a duty of 4 per cent. *ad valorem*, under schedule H of the tariff of 1857.

The article in question was provided for, under the terms "borax or tincal," in schedule D of the tariff of 1846. "Tincal" is defined by the most reliable authorities on commercial subjects, and is well understood in the language of trade, to be exclusively applicable to borax in its crude state. Under the terms "borax or tincal," in the tariff of 1846, were understood to be embraced as well the refined as the crude article; and the 2d section of the tariff act of 3d March, 1857, expressly transferring "borax crude" to schedule H, leaves "borax" still in schedule D untransferred, as applicable to the "refined borax" of commerce.

The decisions of the collectors at New York and Boston, assessing duty upon "refined borax" at the rate of 19 per cent. in schedule D of the tariff of 1857, are hereby affirmed.

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No. 15.

FILBERTS.—SUMAC.

Appeal of A. M. LAWRENCE, from the Collector of New York.

DECISION, AUGUST 28, 1857.

Question, the duties on "filberts," and "sumac."

The collector assessed duty on the "filberts" at the rate of 24 per cent., under the classification in schedule C of the tariff of 1857, of "nuts not otherwise provided for," and on "sumac" at 4 per cent., under schedule H, in which it is specially named.

The appellants claim to enter "filberts" at a duty of 8 per cent. *ad valorem*, under schedule G of the tariff of 1857, under the classification in that schedule, of "fruits, green, ripe or

dried;" and "sumac" free of duty under schedule I, under the classification in that schedule of "articles in a crude state used in dyeing or tanning, not otherwise provided for."

Filberts are not specially named in any schedule of the tariff act. For the reasons stated by the Department in its decision on the appeal of Daniel St. Amant, under date of the 10th instant,\* in regard to the rate of duty to be assessed on "walnuts," "filberts" must be held liable to duty at the rate of 24 per cent, under the classification of "nuts not otherwise provided for" in schedule C of the tariff of 1857.

"Sumac" was specially provided for by name, in schedule H of the tariff of 1846, and it still remains in that schedule in the tariff act of 1857, unless it has been transferred or excepted by that act. The only provisions which can be regarded as operating such transfer or exception, are those in schedule I of the tariff act of 1857, which transfer to that schedule "articles in a crude state used in dyeing or tanning not otherwise provided for;" and also "berries, nuts, flowers, plants and vegetables used exclusively in dyeing or in composing dyes; but no article shall be classed as such that has undergone any manufacture."

"Sumac," as it is imported and known in commerce, cannot be assigned to either of these classifications. It cannot fall within the first, because it is not, as it is imported, an article in a *crude* state. It has been changed from the condition in which it was grown or produced, having been dried and reduced to powder, and thus prepared for use in dyeing or tanning.

Nor can it come within the second classification, because it is not used exclusively in dyeing or in composing dyes, it being used in tanning also; and because it has undergone a process of manufacture from a crude state to a powder.

The decision of the collector in assessing duty on "filberts" at 24 per cent. in schedule C, and on "Sumac" at 4 per cent. in schedule H, is affirmed.

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\* See No. 5.

## No. 16.

## COLORED OR PLAID FLANNELS.

Appeal of Messrs. BENKARDT & HUTTON, from the Collector of New York.

DECISION, SEPTEMBER 1, 1857.

Question, the duties on certain articles claimed to be "flannels."

The article in question is of the same texture and material of the ordinary white woollen flannel of commerce, but is a colored or plaid fabric.

The collector assessed duty at the rate of 24 per cent., under the classification in schedule C of the tariff of 1857, of "manufactures of wool, or of which wool shall be the component material of chief value, not otherwise provided for."

The importers claim entry of the article as a "flannel," and subject to a duty of 19 per cent., in schedule D of the tariff of 1857, under the classification of "baizes, bookings, flannels, and floor cloths, of whatever material composed, not otherwise provided for."

The article in question, it appears, has always been known in commerce as a "flannel," and is used as such. That it is composed of wool and colored or printed does not change its character as known in the trade, nor remove it from the schedule in which "flannels" are provided for specially. "Flannels" are found classified in schedule D, in connection with other articles made of wool which are always colored either by dyeing or printing.

The article is entitled to entry, under schedule D of the tariff of 1857, at the rate of 19 per cent., and the decision of the collector assessing a duty of 24 per cent. upon it, under schedule C, is overruled.

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No. 17.

## CHECKED FLANNELS.

Appeal of Messrs. SCHLESSINGER & Co., from the Collector of New York.

DECISION, SEPTEMBER 4, 1857.

Question, the rate of duties to be assessed on an article of merchandise invoiced and entered as "flannels."

The article is a checked fabric, and was classed by the collector as a manufacture of wool, and a duty levied upon it of 24

per cent., in schedule C, under the classification in that schedule of "manufactures of wool, or of which wool shall be the component material of chief value, not otherwise provided for."

The appellants claim entry of the article as a "flannel," under schedule D of the tariff of 1857, in which the article "flannels" is expressly designated, at a duty of 19 per cent.

The article in question is believed to fall within the general class of fabrics known in commerce as "flannels," and is substantially of the same texture, composed of the same material, and applied to the same general use. That it is checked, and a larger nap raised on its surface than ordinary, does not change its distinctive character.

The decision of the collector is overruled, and the article in question is entitled to entry as a "flannel," under that designation in schedule D of the tariff of 1857, at a duty of 19 per cent.

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#### No. 18.

#### VALUATION OF FOREIGN WOOL.

Appeal of ED. ROYFORD, from the Collector of Boston.

DECISION, SEPTEMBER 5, 1857.

Question, the duty on 25 bales of wool claimed to be entitled to free entry, under schedule I of the tariff of 1857, as of the value of 20 cents or less per pound at the original port of exportation.

The collector, on comparing the aggregate cost of the wool with the quantity appearing on the invoice, after making the proper reduction of the foreign weight to our own, found that the wool, as shown by the invoice, cost  $20\frac{34}{100}$  cents per pound, and assessed a duty of 24 per cent., under the classification in schedule C of the tariff of 1857, of "wool unmanufactured, not otherwise provided for."

Inasmuch as it is the regulation of the Department that duties shall be assessed on the quantity returned by the weigher to have been imported, the importers contend that the invoice value should have been compared with that quantity, and its value per pound thus deduced.

It may be remarked that wool often imbibes moisture, and its weight is thus increased on the voyage of importation; and if



the foreign value is deduced from a comparison of the aggregate invoice value with the weigher's return, wool might often be admitted free of duty that cost more than 20 cents per pound at the foreign port of exportation.

In estimating the foreign value of wool, with reference to its exemption from or liability to duty, the appraisers can determine such value independently of the invoice, by prices current and other reliable means of information of the value of the article in foreign markets, such as they employ in ascertaining the foreign values of other staple articles of import.

The decision of the collector determining the wool in this case to be dutiable at the rate of 24 per cent., in schedule C of the tariff of 1857, is affirmed.

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No. 19.

CLAIMS FOR RETURN DUTIES—ACT AUGUST 8, 1846.

*September 18, 1857.*

With a view to the correction of any erroneous practice that may prevail in regard to the certifying claims against the United States for the return of duties alleged to have been illegally exacted on foreign merchandise imported under the revenue laws, the attention of collectors of the customs is called to the subject.

The power and authority given to the Secretary of the Treasury by the second section of the act providing for the refunding of duties paid in excess, passed the 8th of August, 1846, are restricted in terms to cases where the duties "have been illegally exacted."

In a decision of the Supreme Court of the United States, at December term, 1851, in the case of *Lawrence v. Caswell et al.*, it is declared as follows:

"Where no such protest [stating specially the ground of objection] is made, the duties are not illegally exacted, in the legal sense of the term, for the law has confided to the Secretary of the Treasury the power of deciding, in the first instance, upon the amount of duties due on the importation. And if the party acquiesces, and does not, by his protest, appeal to the judicial tribunals, the duty paid is not illegally exacted, but is paid in

obedience to the decision of the tribunal to which the law has confided the power of deciding the question."

It is therefore strictly enjoined upon collectors to furnish no certificate of claim for return of duties paid on imports, unless accompanied by the protest required by law, as construed in the above judicial decision; the Circular Instructions of this Department, No. 70, dated June 23, 1852, to be considered as still in full force, any subsequent instruction or regulation in conflict therewith being hereby repealed.

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**No. 20.**

**CANAL BOATS AND BARGES—ACT JULY 20, 1846.**

By a decision of the United States Circuit Court for the Eastern District of Pennsylvania, at October term, 1856, it has been declared, that the exaction of fees for license, or of hospital money, from canal boats or barges, when known to be in the habit of passing out of canals into navigable rivers and bays, and transporting cargo by the aid of steamboats or propellers, is illegal, and not in accordance with the provisions of the act "to exempt canal boats from the payment of fees and hospital money," passed the 20th July, 1846.

This Department having acquiesced in the judicial decision as above referred to, collectors and other officers of the customs are directed to discontinue the practice of making such charges under the circumstances recited; and in cases where they have already been made, and the persons who have paid the same shall make application to them for return of the money so exacted, such officers are authorized and instructed to prepare and transmit the proper certified statements in the several cases for the consideration of the Department.

## No. 21.

TWILLED FABRICS OF COTTON AND WORSTED.—PRINTED COBOURGS;  
OMBRE STRIPED COBOURGS; RAINBOW STRIPED PRINTED WORSTED  
AND COTTON TWILLS.

Appeal of Messrs. JAMES M. BEEBE & Co., from the Collector of Boston.

## DECISION, SEPTEMBER 21, 1857.

Question, the rate of duty to be charged on certain articles invoiced "printed cobourgs," "ombre striped cobourgs," and "rainbow striped printed worsted and cotton twills."

These articles are twilled fabrics, composed of cotton and worsted.

The collector assessed duties upon them, at the rate of 24 per cent., as "de laines," under schedule C of the tariff act of 1857, in which "de laines" are specially designated.

The appellants claim entry of them, at a duty of 19 per cent., under the classification in schedule D of the tariff act of 1857, of "manufactures composed of worsted, or of which worsted shall be a component material, not otherwise provided for."

For reasons stated in the decision of the Department under this date, on the appeal of Messrs. Lane, Lamson & Co., of Boston,\* as to the rate of duty chargeable on "printed merinos" and "amelines," the articles in question are not to be classed as "de laines," but as "manufactures" "of which worsted is a component material, not otherwise provided for," and as such, they are entitled to entry, at a duty of 19 per cent., under schedule D of the tariff act of 1857.

The decision of the collector is overruled.

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\* See No. 22.

## No. 22.

TWILLED FABRICS.—PRINTED MERINOS OF WORSTED AND COTTON, AND  
AMELINES OF WORSTED.

Appeal of Messrs. LANE, LAMSON & Co., from the Collector of Boston.

DECISION, SEPTEMBER 21, 1857.

Question, the rate of duties on certain articles denominated "printed merinos" and "amelines," entered by them at that port on the 29th and 31st July last, the former being composed of worsted and cotton, and the latter of worsted, and both twilled fabrics.

The collector levied duties upon the articles in question at the rate of 24 per cent., under schedule C of the tariff of 1857, because he regards them as "*de laines*," which are specially designated in that schedule; or if not commercially known as "*de laines*," because, being unenumerated in any schedule of the tariff of 1857, they are subject to the duty imposed on "*de laines*" from their resemblance to these articles, by force of the provision of the 20th section of the tariff act of 1842, "that there shall be levied, collected and paid, on each and every non-enumerated article, which bears a similitude, either in material, quality, texture, or the use to which it may be applied, to any enumerated article chargeable with duty, the same rate of duty which is levied and charged on the enumerated article which it most resembles in any of the particulars before mentioned."

The appellants contend that the articles in question should be dutiable at the rate of 19 per cent., under the classification in schedule D of the tariff act of 1857, of "manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for."

The Department is not satisfied that the articles referred to, though composed of the same materials as "*de laines*," were known in commerce, at the passage of the tariff act, under that designation. They are *twilled* fabrics, and the term "*de laines*," it is believed, has been generally, if not exclusively, confined, in the language of commerce, to *plain* manufactures, as contradistinguished from *twilled* fabrics.

Nor can they be regarded as non-enumerated articles, and made dutiable as "*de laines*," by assimilation under the 20th section of the tariff act of 1842. They are enumerated, within

the meaning of the law, under the general designation of "manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for," in schedule D.

The decision of the collector is, therefore, overruled, and the articles in question are entitled to entry at a duty of 19 per cent., under the classification in schedule D, of "manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for."

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No. 23.

TWILLED FABRICS.—PRINTED AND DYED MERINOS OF WORSTED  
AND COTTON.

Appeal of G. D. FARRISH, of Philadelphia, from the Collector of Boston.

DECISION, SEPTEMBER 21, 1857.

Question, the rate of duty to be assessed on an importation of certain articles of merchandise denominated by the importer "printed and dyed merinos."

The article in question is a twilled fabric, composed of worsted and cotton, and was classed by the collector as a "de laine," and a duty of 24 per cent. was assessed upon it, under schedule C of the tariff act of 1857, in which "de laines" are specially named.

The appellants contend that the article should be classed under the designation in schedule D of the tariff act of 1857, of "manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for," and be subjected to a duty of 19 per cent.

The articles in question, though of the same component materials as some of the fabrics known in commerce as "de laines," are not of the same texture, being a *twilled* and not a plain manufacture; and for the reasons stated in the decision under this date, on the appeal of Messrs. Lane, Lamson & Co., of Boston, from the collector of Boston, on the rate of duty to be charged on "printed merinos and amelines," the fabric in question must be classed in schedule D of the tariff act of 1857, as a "manufacture of worsted, or of which worsted shall be a component material, not otherwise provided for," and be subject to duty at the rate of 19 per cent.

The decision of the Collector in this case is overruled.

## No. 24.

## TOWELS COMPOSED OF LINEN AND COTTON.

Appeal of Messrs. PATON & Co., from the Collector of New York.

DECISION, OCTOBER 6, 1857.

Question, the duty chargeable, under the present tariff, on certain articles composed of linen and colored cotton, but alleged to be known in commerce under the designation of "linen towels."

Not being specially named in any schedule of the tariff, the collector assessed duty on the articles in question at the rate of 24 per cent., imposed on "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," in schedule C of the tariff of 1857, applying to them the provisions of the 20th section of the act of 1842, that "on all articles manufactured from two or more materials the duty shall be assessed at the highest rate at which any of its component parts may be chargeable."

The appellants claim to enter the articles at a duty of 15 per cent., being known in trade as "linen towels," and the cotton material being only used as a finish, and not considered as a component part of the fabric.

The article in question being composed of cotton and linen, and not specially named in any schedule of the tariff, must be held to be chargeable with duty at the rate of 19 per cent., imposed in schedule D, on "manufactures composed wholly of cotton, not otherwise provided for." It was placed in that schedule of the tariff act of 1846 by force of the provisions of the 20th section of the tariff act of 1842, and has not been transferred to schedule C, of the tariff act of 1857, by the provisions in its 2d section, which transfers to that schedule "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The collector's decision in this case is, therefore, overruled, and the article in question is entitled to entry at the duty of 19 per cent., imposed on "manufactures composed wholly of cotton, not otherwise provided for," in schedule D of the tariff of 1857.

## No. 25.

## TAPES OF COTTON, AND OF COTTON AND LINEN.

Appeal of Messrs. DENISON & BINSSE, from the Collector of New York.

DECISION, OCTOBER 6, 1857.

Question, the duty on certain articles of merchandise well known in commerce as "tapes."

The fabrics in this case were of two descriptions — one composed wholly of white cotton, and the other of white cotton and linen, the warp being linen and the filling cotton.

On the "tape" composed wholly of cotton the collector charged a duty of 24 per cent., under schedule C of the tariff act, as a bleached cotton, and falling within the classification in that schedule of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

On the "tape," composed of cotton and linen, being an unenumerated article, the collector assessed a duty of 24 per cent., applying the provisions of the 20th section of the tariff act of 1842, that "on all articles manufactured from two or more materials the duty shall be assessed at the highest rate at which any of its component parts may be chargeable."

Of the materials composing this fabric, cotton is chargeable with the highest duty, and as it is a bleached "cotton," the collector assessed the duty imposed on "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," in schedule C of the tariff act of 1857.

The appellants contend that the "tape" composed wholly of cotton should be classified under the designation of "braid," specified in schedule D of the tariff act of 1857, and be subjected to a duty of nineteen per cent.

They claim that the "tape" composed of linen and cotton should be dutiable as a "manufacture of flax," (the linen warp being the component of chief value) under schedule E, at the rate of fifteen per cent.; or treated as an unenumerated article, subject to the same rate of duty.

The tape composed wholly of cotton is known in commerce as a "tape," and not as a "braid," and is not enumerated in any schedule of the tariff act of 1857. Being composed wholly of "bleached" cotton, it is dutiable under schedule C of the tariff act of 1857, at the rate of 24 per cent., in the classification of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The decision of the collector as to the rate of duty on this article is affirmed.

The tape composed of cotton and linen ought not, in the opinion of the Department, to be charged with the duty imposed on manufactures composed wholly of cotton and bleached, under schedule C. Under the tariff of 1846 it was classed, by force of the 20th section of the tariff act of 1842, in schedule D, and paid the duty imposed on "manufactures composed wholly of cotton, not otherwise provided for." That classification is not disturbed by the act of 1857. The provision of the 2d section of that act, which transfers to schedule C "all manufactures composed *wholly* of cotton, which are bleached, printed, painted or dyed," cannot be held to transfer a mixed fabric composed of linen and cotton from the schedule of the tariff of 1846, in which it was placed by force of the 20th section of the act of 1842, to schedule C in the act of 1857.

The collector's decision as to the rate of duty on this article is therefore overruled, and it is entitled to entry at the duty of nineteen per cent., imposed on "manufactures composed wholly of cotton, not otherwise provided for," in schedule D of the tariff of 1857.

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**No. 26.**

**SPOOL COTTON—BLEACHED OR DYED.**

Appeal of Messrs. STUART & BROTHERS, from the Collector of Philadelphia.

DECISION, OCTOBER 6, 1857.

Question, the rate of duty to be assessed, under the tariff law of March 3, 1857, upon an article known in commerce as "spool cotton."

The article in question is a thread composed wholly of cotton, bleached or dyed, and the collector assessed a duty upon it at the rate of 24 per cent., under the classification, in schedule C of the tariff of 1857, of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The appellants contend that the provision of the tariff act of 1857, subjecting to 24 per cent. "manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," embrace only what are known as "piece goods," and that threads composed wholly of cotton, bleached or dyed, should be placed under the classification, in schedule D of the tariff of 1857, of



"manufactures composed wholly of cotton, not otherwise provided for," and be subjected to duty at the rate of 19 per cent.

The Department is clearly of the opinion that the article in question is dutiable at the rate of 24 per cent., under the classification, in schedule C of the tariff of 1857, of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed;" and the decision of the collector is hereby affirmed.

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No. 27.

FABRIC OF COTTON AND LINEN.—SNOW-DROP DAMASK.

Appeal of Messrs. BUTT, BLACK & GUILD, from the Collector of New York.

DECISION, OCTOBER 12, 1857.

Question, the rate of duty to be assessed on a fabric imported by them into that port, under the designation of "Snow-drop Damask," and composed of linen and cotton.

Fabrics of this description not being specially designated in any schedule of the tariff act of 1857, the collector applied the provisions of the 20th section of the tariff act of 1842, that "on all articles manufactured from two or more materials, the duty shall be assessed at the highest rate at which any of its component material may be chargeable," and thus classified them, at a duty of 24 per cent., in schedule C of the tariff law of 1857, which provides for "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," one of its materials being "bleached" cotton. The importer claims entry of the fabric in question at a duty of 19 per cent., under schedule D of the tariff of 1857, subjecting it to the rate of duty imposed on "manufactures composed wholly of cotton, not otherwise provided for."

For the reasons stated in the decisions of the Department, under date of the 6th instant, in the cases of "towels composed of cotton and linen," on the appeal of Messrs. Paton & Co.,\* and "tapes of cotton and of cotton and linen," on the appeal of Messrs. Denison & Binsse,† from the decision of the collector at New York, the article in question must be held to be dutiable at the rate of 19 per cent., under schedule D of the tariff act of 1857.

The decision of the collector in this case is overruled.

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\* See No. 24.

† See No. 25.

## No. 28.

## FABRICS OF COTTON.—VELVETEENS AND CORDS OR CORDUROYS.

Appeal of Messrs. A. WRAY & Co., from the Collector of Philadelphia.

DECISION, OCTOBER 14, 1857.

Question, the rate of duty to be assessed on certain articles imported by them, and described as "velveteens," and "velvet cords," or "corduroys."

The collector assessed a duty of 24 per cent., under schedule C of the tariff of 1857, regarding the articles in question as falling within the classification in that schedule of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The importers claim that the articles are commercially known as velvets in the piece, and should be classed under the designation, in schedule E of the tariff of 1857, of "velvets in the piece composed wholly of cotton," and be subjected to a duty of 15 per cent.

The duty in this case was, in the opinion of the Department, rightfully assessed by the collector, in accordance with the decision, under date of the 12th August last, on an appeal from the assessment by the collector at Philadelphia, of duties on similar articles imported by Mr. Geo. D. Parrish into that port.\*

The appellants allege that the articles in question have been and are known in commerce as "velvets in the piece composed wholly of cotton," and, as such, ought to be made dutiable, under that classification in schedule E of the tariff of 1857, at the rate of 15 per cent. No satisfactory proof has been exhibited to the Department that they are commercially known under that designation. Even if they have been and are now so known, they would still fall within the classification in schedule C of the tariff of 1857, and be subjected to duty at the rate of 24 per cent., if "composed wholly of cotton, and bleached, printed, painted or dyed," by operation of the 2d section of the tariff act of 3d March, 1857, which transfers from schedule E to schedule C all manufactures composed wholly of cotton which have been subjected to any of those processes, leaving still in schedule E velvets in the piece composed wholly of cot-

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\* See No. 4.

ton, if any such there are, which are not "bleached, printed, painted or dyed."

The decision of the collector, levying duty on the articles in question, at the rate of 24 per cent., under schedule C of the tariff of the 3d March, 1857, is affirmed.

### No. 29.

FABRICS OF COTTON.—BED LACE, DIAMOND BED LACE, CORSET LACE, VELVET RIBBON.

Appeal of Messrs. DENISON & BIRSSON, from the Collector of New York.

DECISION, OCTOBER 16, 1857.

Question, the legal rate of duty on several fabrics hereinafter enumerated.

On articles described under the designations of "bed lace," "diamond bed lace," "cotton corset lace," and cotton velvet, cut into strips, and denominated "velvet ribbon," being manufactures composed wholly of cotton, and bleached or dyed, the collector charged a duty of 24 per cent., under the classification in schedule C of the tariff act of 1857, of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The appellants contend that cotton "bed lace," "diamond bed lace," and "corset lace," being known in commerce under the designation of "laces," are entitled to entry at a duty of 19 per cent., under the classification in schedule D of the tariff of 1857, of "cotton laces, cotton insertings, cotton trimming laces, cotton laces and braids," and that the article denominated "velvet ribbon" should be charged duty at the rate of 15 per cent., as "velvet in the piece composed wholly of cotton," under schedule E of the tariff act of 1857.

The articles in question denominated "bed lace," "diamond bed lace," "corset lace," and "cotton velvet ribbons," being composed wholly of cotton, and bleached or dyed, are, in the opinion of this Department, dutiable at the rate of 24 per cent., under schedule C of the tariff act of 3d March, 1857, by force of the second section of that act, which transfers to that schedule "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

The decision of the collector in regard to the several articles above mentioned, is therefore hereby affirmed.

## No. 30.

## FABRICS OF COTTON—COTTON VELVETS.

Appeals of Messrs. WORRALL, COATES & Co., and another, from the Collector of Philadelphia.

DECISION, OCTOBER 21, 1857.

Question, the rate of duty to be assessed on an importation of cotton velvets; and also, an appeal from the same collector as to the rate of duty chargeable on the same description of merchandise imported by Mr. George D. Parrish.

The article in these cases is a fabric composed entirely of cotton, dyed, and known as "cotton velvet," in the trade, and described in schedule E of the tariff of 1846, as velvet in the piece, composed wholly of cotton," and subject to duty, under that act, at the rate of 15 per cent.

The collector assessed upon the fabric in question a duty of 24 per cent., it being, in his opinion, placed in schedule C, and made subject to that duty by force of the 2d section of the tariff act of the 3d of March, 1857, which transfers to that schedule "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed."

It is true, as alleged by the appellants, that "velvet in the piece, composed wholly of cotton," was provided for in schedule E, in the tariff of 1846; that the tariff of 1857 has reduced the rate of duty on articles embraced in that schedule to 15 per cent., and that the fabric in question is "velvet in the piece." Whether it still remains in that schedule is the question at issue between the importers and the collector.

The 1st section of the act of 3d March, 1857, reduces the duties upon the articles enumerated in the several schedules in the tariff of 1846, with certain "exceptions;" and the first of these exceptions is contained in the 2d section of that act, which provides that "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," shall be transferred to schedule C.

The language of this provision is very comprehensive and unambiguous. There is no reservation or limitation imposed in the law itself, and the Department can impose none. In view of the positive direction of the statute, the only points to be determined in the cases under consideration are, is the fabric in question a "manufacture composed wholly of cotton?" and is it "bleached, printed, painted or dyed?" It being a manufacture

wholly of cotton, and dyed, it must be held to be transferred, by the 2d section of the act of 1857, to schedule C, and subject to duty at the rate of 24 per cent.

The decision of the collector is affirmed.

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**No. 31.**

**FABRICS OF COTTON.—COTTON HOSIERY.**

*Appeals of three Firms, from the Collector of Philadelphia.*

**DECISION, OCTOBER 21, 1857.**

Question, the rate of duty to be assessed on bleached and colored cotton hosiery.

The articles in question are composed wholly of cotton, and bleached or dyed.

The collector assessed upon them a duty of 24 per cent., as embraced within the designation of "all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed," as transferred by force of the 2d section of the tariff act of 3d March, 1857, to schedule C.

It is contended by the appellants that manufactured articles of this description have not been removed by the act of 1857 from schedule E, in which they were placed in the tariff of 1846, under the classification of "caps, gloves, leggins, mits, socks, stockings, wove shirts and drawers, made on frames, composed wholly of cotton, worn by men, women and children," and that they become liable, under the reduction of duties by that act, to duty at the rate of 15 per cent.

The articles in question, under the tariff act of 1846, fell within that classification in schedule E, of the tariff of 1846, and they still remain in that schedule, subject to the reduced rate of duty of 15 per cent., unless they have been transferred to some other schedule by the tariff act of 3d March, 1857. The 2d section of that act provides, "that all manufactures composed wholly of cotton, which are bleached, printed, painted or dyed, shall be transferred to schedule C."

The Department can give no other construction to the very comprehensive language of this provision than as intended to transfer the articles above enumerated, and known as hosiery manufactured wholly of cotton, and "bleached, printed, painted or dyed," to schedule C, subject to duty at the rate of 24 per

cent., leaving in schedule E, dutiable at the rate of 15 per cent., articles of hosiery, if any, composed wholly of cotton, upon which none of those processes have been performed.

The decision of the collector is affirmed.

**No. 32.**

**FABRIC OF FLAX—FANCY PACKTHREAD OR TWINE.**

**Appeal of W. J. P. INGRAHAM, from the Collector of Philadelphia.**

**DECISION, OCTOBER 23, 1857.**

Question, the rate of duty on an article claimed to be entitled to entry as "linen thread," under the classification in schedule E of the tariff of 1857, of "manufactures of flax, not otherwise provided for," and subjected to duty at the rate of fifteen per cent., duty having been assessed by you on the article in question as a "twine," at the rate of 24 per cent., under the classification in schedule C in the tariff of 1857, of "twines and packthread, of whatever material composed."

The article proves on examination to be a blue and white or fancy "twine or packthread," in common use in the shops for tying up packages, and imported mainly, if not exclusively, for that purpose.

The article was rightfully charged with a duty of 24 per cent., under schedule C, as a "twine or packthread," and your decision is affirmed.

**No. 33.**

**FABRIC OF WOOL—GENTIONELLA BLANKETS.**

**Appeal of Messrs. REISS, BROTHERS & Co., from the Collector of Philadelphia.**

**DECISION, OCTOBER 23, 1857.**

Question, the rate of duties to be assessed upon an importation of certain fabrics invoiced and entered as "gentionella blankets."

The collector not regarding the fabrics in question as blankets," within the meaning of that term as used in commerce at the date

of the passage of the tariff act of 1846, assessed duty upon them at the rate of 24 per cent., under the classification in schedule C in the tariff of 1857, of "manufactures of wool not otherwise provided for."

The importers claim to enter them as "blankets," at a duty of 15 per cent., under the classification in schedule E of the tariff of 1857, of "blankets of all kinds."

The views of this Department on the general subject of "blankets," will be found in the "General Regulations," issued on the 1st of February last, on pages 555 and 556. Those regulations are still in force, and will govern collectors in deciding to what class of articles the term "blankets" should be applied.

The fabrics in question, not having the texture of blankets, being closely woven, sheared and pressed, and partaking of the character of petersham or pilot cloth, and not appearing to have been known in commerce as a blanket prior to the passage of the tariff act of 1846, but used almost exclusively for coating and wrappers, cannot be considered "blankets," within the meaning of the law, and were properly charged by the collector with duty, at the rate of 24 per cent., as "manufactures of wool not otherwise provided for," in schedule C of the tariff of 1857.

The decision of the collector in this case is affirmed.

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**No. 34.**

**RAW SILK—AS REELED FROM THE COCOON.**

**Appeal of EZRA R. GOODRIDGE, from the Collector of New York.**

**DECISION, OCTOBER 23, 1857.**

Question, the rate of duty to be assessed on an importation of silk invoiced as "Taysam re-reeled silk."

The collector charged a duty upon the article in question at the rate of 12 per cent., under the classification in schedule F of the tariff of 1857, of "silk raw, not more advanced in manufacture than singles, tram, and thrown or organzine."

The importer claims to enter the article free of duty, under the classification, in schedule I, of the tariff of 1857, of "silk, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way."

From the most reliable information this Department has been able to obtain on this subject, it is of opinion that what is understood by the term "Taysaam re-reeled silk" is entitled to entry free of duty, under the classification in schedule I of the tariff of 1857, of "silk, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way." It is understood that the "re-reeled silk" in question is neither doubled nor twisted, but is in the same state in which it came from the cocoon, having merely been transferred by reeling from the larger reel on which it was taken from the cocoon, to a reel of smaller dimensions, to adapt the skeins thus produced to the reels in use in many manufactories in this country.

The decision of the collector in this case is overruled, and the article in question is entitled to entry free of duty under schedule I of the tariff of 1857.

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**No. 35.**

**JAPPANED LEATHER.**

*Appeal of JOHN A. TAUBER, from the Collector of New York.*

**DECISION, OCTOBER 26, 1857.**

Question, the duty on an article denominated by the importer "glazed calfskins," at the rate of 19 per cent., under the classification in schedule E of the tariff of 1857, of "jappanned leather or skins of all kinds," the appellant contending that the article in question should be made dutiable at the rate of 15 per cent., under the classification in schedule E, of "leather, upper, of all kinds."

The terms "patent," "jappanned," and "glazed," as applied to leather or skins, are believed to be synonymous, and if, as the appellant would seem to contend, the article in question could, under the tariff act of 1846, be classed as "leather, upper, of all kinds," it must now be regarded in the tariff of 3d March, 1857, as transferred to schedule D, and made dutiable at the rate of 19 per cent., by force of the provision of the second section of that act, which transfers to schedule D "jappanned leather or skins of all kinds."

The duty in this case was properly assessed by the collector, and his decision is affirmed.



## No. 86.

## WATCH MOVEMENTS.

Appeal of Messrs. PRATT & REATH, of Philadelphia, from the Collector of New York.

DECISION, OCTOBER 26, 1857.

Question, the rate of duty to which certain articles of import, termed "watch movements," are liable under the tariff act of 1857.

"Watch movements" are understood to be the entire watch in running order, except the outer case and crystal.

The collector assessed duty at the rate of 8 per cent., under schedule G in the tariff of 1846, as modified by the act of the 3d March, 1857.

The importers contend that the "watch movements" have been transferred from schedule G, in the tariff of 1846, to schedule H, by force of the provision of the 2d section of the act of 3d March, 1857, which transfers to that schedule "watch materials and unfinished parts of watches," and that they are entitled to entry under that schedule at a duty of 4 per cent.

The tariff act of 1846 provided for "watches and parts of watches," and "watch materials," in schedule G. The 2d section of tariff act of 3d March, 1857, transfers from schedule G to schedule H, "watch materials and unfinished parts of watches." The designation in schedule G embraced "watches, watch materials, and parts of watches," finished and unfinished. "Watch materials" and "*unfinished* parts of watches" being transferred to schedule H, "watches and parts of watches" other than "unfinished parts," are still left in schedule G, liable to a duty of 8 per cent.

"Watch movements" are neither "watch materials," as that term is understood in the language of the trade, nor are they unfinished parts of watches; and do not fall within the provision of the 2d section of the act of 3d March, 1857, which transfers "watch materials and unfinished parts of watches" to schedule H. They must be regarded, therefore, as remaining in schedule G, subject to duty at the rate of 8 per cent.

The decision of the collector is affirmed.

## No. 37.

## WATCH MATERIALS.

Appeal of Messrs. S. & J. MYERS & Co., from the Collector of Boston.

DECISION, OCTOBER 26, 1857.

Question, the rate of duty on "watch-hands" and "chain-hooks."

It appears that duty was assessed on these articles at the rate of 8 per cent., under the classification of "watches and parts of watches," in schedule G of the tariff of 1857.

The importers claim entry of the articles in question at a duty of 4 per cent., under the classification in schedule H, of "watch materials, and unfinished parts of watches."

It has already been decided by the Department, under this date, on the appeal of Messrs. Pratt & Reath\* from the decision of the collector of customs at Philadelphia, that "watch movements"—that is, the several parts of a watch adjusted to each other, and in running order, without case or crystal—were dutiable under schedule G, as finished parts of watches.

Parts of watches, such as "watch-hands" and "chain-hooks," unless they form the part of a movement in running order, should be regarded, in the opinion of this Department, as "watch materials, and unfinished parts of watches," and as such transferred by the 2d section of the tariff act of 3d March, 1857, from schedule G to schedule H, and as dutiable at the rate of 4 per cent.

The Department is satisfied that this view is sustained also by the meaning of the terms "watch materials, and unfinished parts of watches," as used in the trade.

The decision of the collector is therefore overruled, and the articles in question are entitled to entry at a duty of 4 per cent., under the classification in schedule H, of "watch materials and unfinished parts of watches."

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\* See No. 36.

## No. 38.

## CORRUGATED ZINC.

Appeal of Messrs. STRONG & SMITH, from the Collector of New York.

DECISION, OCTOBER 28, 1857.

Question, the rate of duty to be assessed under the tariff of 1857, on an article known in commerce as "corrugated zinc."

The collector assessed duty upon the article in question at the rate of 24 per cent., under the classification in schedule C of the tariff of 1857, of "manufactures, articles, vessels, and wares, not otherwise provided for, of brass, copper, gold, iron, lead, pewter, platina, silver, tin, or other metal, or of which either of those metals, or any other metal, shall be the component of chief value."

The appellants claim entry at a duty of 12 per cent., under the classification in schedule F of the tariff of 1857, of "zinc, spelter, or teutenegue, in sheets."

The collector is of the opinion that "zinc in sheets," being subjected to an additional process of manufacture, the "corrugated zinc" of commerce, thus prepared, is thereby removed from the classification in schedule F, and is to be treated as a "manufacture of zinc," and as such is liable to a duty of 24 per cent., under schedule C.

From the most reliable and authentic information which the Department has been able to obtain, it is its opinion that "corrugated zinc" was not known in commerce, at the passage of the tariff, as "zinc in sheets."

The metal, it is understood, is first rolled into sheets of the requisite thickness, and then corrugated by the application of a peculiar machinery adapted to that purpose. It must, therefore, be regarded as a "manufacture of zinc," and as such liable to duty at the rate of 24 per cent., under schedule C of the tariff act of 3d March, 1857.

The decision of the collector is affirmed.

## No. 39.

## ZINC—SHEATHING METAL.

Appeal of Messrs. STRONG & SMITH, from the Collector of New York.

DECISION, OCTOBER 28, 1857.

Question, the rate of duty legally chargeable upon zinc in sheets of the dimensions and weight prescribed by the tariff act

as prerequisite to the admission of "sheathing copper" to entry free of duty; the zinc in question being intended and prepared, as alleged by the importers, for the sheathing of vessels."

The collector assessed duty upon the article in question at the rate of 12 per cent. under the classification in schedule F, of "zinc, spelter, or teutenegue, in sheets."

The importers claim entry of the articles free of duty, as embraced under the designation "sheathing metal, not wholly or in part of iron, ungalvanized," under schedule I of the tariff of 1857.

In schedule F of the tariff act of 1846 zinc in sheets was provided for under the classification of "zinc, spelter, or teutenegue, in sheets," and "sheathing metal" was specified as free of duty in schedule I of that act.

The tariff act of 3d March, 1857, makes no change in these classifications, except to annex the condition to "sheathing metal" in schedule I, of being "not wholly or in part iron ungalvanized."

The term "sheathing metal" would embrace zinc if used for the purpose of sheathing vessels; and that it was known and used as a "sheathing metal" at the date of the tariff act of 1846, and continues still to be so used, appears clearly established by the evidence in the case. The purpose intended in regard to the importation in question is rendered clear and conclusive by the form in which the article is imported, being fitted exclusively for the sheathing of vessels. The sheets are of the same dimensions and weight as required by law in regard to "sheathing copper," and are thus clearly discriminated from "zinc in sheets" as that designation is used and understood in commercial parlance; and when so imported, as in this instance, and being well known and in common use as a "sheathing metal," it must be regarded as excepted from the classification in schedule F, of "zinc, spelter, or teutenegue, in sheets," and treated as embraced in the classification of "sheathing metal," not wholly or in part of iron, ungalvanized," in schedule I, and admitted free of duty.

The decision of the collector is, therefore, overruled.

## No. 40.

## GARANCINE — EXTRACT OF MADDER.

Appeals of several firms, from the Collector of New York.

DECISION, OCTOBER 28, 1857.

Question, the classification of an article known in commerce as "Garancine," and the rate of duty to which it ought to be subjected, under the present tariff.

It appears from the papers submitted to the Department, that the collector imposed a duty of four per centum on the article in question, under the classification of "extract of madder," in schedule H of the act of 3d March, 1857, and that entry free was claimed by the appellants under the classification of "madder, ground or prepared," in schedule I of the tariff of 1857.

The article embraced under the designation of "madder, ground or prepared," is merely the madder root reduced to a powder by the mechanical process of grinding. It is identical in all its qualities with the root, and differs from it only in the form which it is thus made to assume.

"Garancine" is a product, obtained from the madder root by a chemical process, by which part of the coloring matter is extracted, and presented in a concentrated state. It should properly be classed as an "extract from madder," as contradistinguished from the preparations of madder in which the character of the material is not chemically changed.

Duty was properly assessed on the article in question at the rate of four per cent., as an "extract of madder," under schedule H of the tariff act of 3d March, 1857.

The decision of the collector is affirmed.

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No. 41.

## PARIAN MARBLE BUSTS AND FIGURES.—STATUARY.

Appeal of HENRY LEVY, from the Collector of New York.

DECISION, OCTOBER 29, 1857.

Question, the duty on "Parian marble busts and figures," as designated by the importer.

The entry describes the articles as "four crates of merchandise, statuary," and the return of the appraisers describes the contents of the crate sent to them for examination as "china figures and statuettes."

The collector assessed duty on the articles in question at the rate of 24 per cent., under the classification in schedule C, of "earthen, china and stone ware, and all other wares composed of earthy and mineral substances, not otherwise provided for."

Entry free of duty is claimed by the importer under the classification in schedule I of the tariff of 1857, of "paintings and statuary." Having no samples of the importation, the Department assumes the description by the appraisers, it being the result of an actual examination by experts.

"China figures and statuettes," if they fall within the definition of "statuary," adopted by the Department, and heretofore promulgated for the information and government of collectors, are entitled to free entry. The Department has defined "statuary," as used in the tariff law, as confined in its application to figures, representing living or deceased creatures, of whatever species, real or imaginary, *in full relief*, insulated on every part, and which may be formed of marble, plaster, bronze, galvanized zinc, or other material appropriate to the composition of articles of taste.

"Statuary" was made free of duty by the tariff of 1846, if "imported in good faith as objects of taste, and not of merchandise." "Paintings and statuary" are exempted from duty, without any qualification or restriction, by the tariff act of 1857.

The Department feels justified by the reports of the collector and appraisers, in assuming that the articles in question do not fall within the classification of "dolls, and toys of all kinds," in schedule C of the tariff of 1857. Not falling within that classification, they belong to the description of articles known distinctively as "statuary," in commercial parlance.

The decision of the collector is overruled in this case, and the articles are entitled to entry, free of duty, under schedule I of the tariff of 1857.

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#### No. 42.

#### BISQUE STATUETTES.—STATUARY.

Appeal of Messrs. J. J. GRIFFIN & Co., from the Collector of New York.

DECISION, OCTOBER 29, 1857.

Question, the rate of duty on certain merchandise described as "bisque statuettes."

The collector assessed duty on the article in question at the rate of 24 per cent., under the classification in schedule C, of

"earthen, china and glass wares, and all other wares composed of earthy and mineral substances, not otherwise provided for."

The importers claim that the articles are entitled to free entry as "statuary," under that classification in schedule I of the tariff of 1857.

It has heretofore been decided by this Department that the articles of the composition known in commerce as "biscuit," or "bisque" statuary, are to be considered as "statuary," within the meaning of the law, and no just reason is perceived for disturbing the classification thus made.

The articles in question being thus decided to be statuary, they are for the reasons stated in the decision of the Department under this date on the appeal of Henry Levy, Esq.,\* from the decision of the collector at New York, assessing duty on busts and figures of Parian marble, entitled to entry free of duty, under the classification of statuary, in schedule I of the tariff act of 1857.

The decision of the collector is therefore overruled.

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No. 43.

CHEMICALS AND APPARATUS FOR SEMINARIES OF LEARNING.

Appeal of J. P. COOK, Jr., Professor of Chemistry in Harvard University, from the Collector of Boston.

DECISION, OCTOBER 29, 1857.

Question, the duty on an importation for the use of that institution, of the following among other similar articles, viz.: white tiles for furnaces, potassium, sodium, aluminium in ingot and leaf, oil of naphtha, and uric acid.

No question is presented as to the rates of duty to be assessed on these several articles, if dutiable, under the law; but it is contended by the appellant that they are entitled to free entry under that provision of schedule I of the tariff act of 1857, which exempts from duty "all philosophical apparatus, instruments, books, maps and charts, statues, statuary, busts and casts of marble, bronze, alabaster, or plaster of Paris; paintings and drawings, etchings, specimens of sculpture, cabinets of coins, medals, gems and all collections of antiquities, *provided*, the same be specially imported in good faith for the use of any

\*See No. 41.

society incorporated or established for philosophical or literary purposes, or for the encouragement of the fine arts; or for the use, or by the order, of any college, academy, school or seminary of learning in the United States."

The appellant claims entry of the articles in question as "philosophical apparatus," under this provision, the same having been imported by order of the proper authorities of the university for the purpose of illustrating by experiment the principles of chemical science.

Giving to this provision the most enlarged and liberal construction in favor of seminaries of learning, of which its terms will admit, the Department does not feel at liberty to extend the meaning of the phrase "philosophical apparatus," beyond its ordinary meaning, as used in commercial parlance. "Philosophical apparatus" are terms descriptive of instruments or utensils used in illustrations and experiments; but it would be yielding to an unsafe latitude of construction to bring within the operation of this provision, as "philosophical apparatus," brick for furnaces, chemicals and chemical preparations, or other similar articles, understood to be embraced in this importation, upon the general ground of their utility in advancing the interests and objects of seminaries of learning.

The decision of the collector, refusing the free entry of the articles in question, is affirmed.

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**No. 44.**

**SALTED PEPPERS FROM CAPE HAYTIEN.**

Appeal of Messrs. DELAFIELD & WILSON, from the Collector of New York.

**DECISION, OCTOBER 30, 1857.**

The collector levied a duty, at the rate of 24 per cent., on an importation of Haytien "salted peppers," under the classification in schedule C, of the tariff of 1857, of "capers, pickles and sauces of all kinds, not otherwise provided for."

The importers claim to enter the articles in question, as unenumerated in the tariff of 1857, at the rate of 15 per cent., as prescribed in the 1st section of that act.

It is alleged by the appellant that the articles in question are not used as a pickle, in the ordinary sense of that term, but are



used for the manufacture, mainly, of the condiment in common use, known in trade as "pepper sauce;" the peppers being put in salt and water to prevent the shrinking or withering of the pods during the voyage.

In a general sense the word "pickle" may be held to embrace all articles preserved in salt and water, and peppers so preserved and imported might fall under that designation. But the term as used in schedule C, obviously, in the opinion of the Department, refers to the well-known article in ordinary use for the table, and commonly preserved in vinegar. Cucumbers, peppers, onions, other vegetables and walnuts, so preserved and used, are familiar instances of the class of articles understood by the Department to be embraced within the term "pickles," as used in schedule C of the tariff of 1857. "Haytien peppers," imported, as in this instance, in salt and water, are not used in that form as a "pickle," but for the preparation of pepper sauce. At all events they are not, in the condition in which they are imported, "pickles," as before defined, nor are they embraced in the designation of "pepper," in schedule H of the tariff, which is a spice, and as such, transferred from schedule C in the tariff of 1846, to schedule H in the tariff of 1857, by force of the 2d section of that act, which transfers to that schedule "spices of all kinds."

The articles in question, as they are imported, not being specially designated in any schedule of the tariff, nor falling within any general description or class therein specified, must be held to be unenumerated, and as such subject to duty at the rate of 15 per cent., as prescribed in the 1st section of the tariff act of 3d March, 1857.

The decision of the collector is overruled, and the articles in question are entitled to entry as unenumerated, at a duty of 15 per cent.

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#### No. 45.

#### GREEN EBONY—VALUE OF JAMAICA CURRENCY.

Appeal of Messrs. B. A. FRANKLIN & Co., from the Collector of Baltimore.

DECISION, OCTOBER 30, 1857.

Question, the rate of duty to be assessed on an article known in commerce as "green ebony."

The collector assessed duty on the article in question at the rate of 8 per cent., under the classification in schedule G of the tariff of 1857, of "woods, namely, cedar, lignumvitæ, ebony, box, granadilla, mahogany, rose wood, satin wood, and all cabinet woods," the appellants claiming to enter it free of duty, under the classification of "Brazil wood, brazilletto, and all other dye woods in sticks," in schedule I.

From the best information obtained by the Department it regards the wood in question as used exclusively for dyeing, and as such entitled to free entry, under the classification in schedule I of the tariff of 1857, of "Brazil wood, brazilletto, and all other dye woods in sticks."

The decision of the collector is overruled, and the article in question will be entitled to entry, free of duty, as a *dye wood in sticks*, under schedule I of the tariff of 1857.

The collector of the customs was also in error in computing in this case the value of the Jamaica currency. The pound of Jamaica should have been computed as *sterling*, at the value of the pound sterling of Great Britain, fixed by law at \$4.84; at which rate it should be computed at ports of entry in the United States.

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No. 46.

MULES FROM MEXICO.

Several appeals from the Collector of San Diego, California.

DECISION, OCTOBER 30, 1857.

The collector, on importations of mules from Mexico, levied a duty of 20 per cent. *ad valorem*, as unenumerated articles.

From the reports and statements submitted, it appears that during the month of June, 1857, droves of mules were brought into the district of San Diego, from the provinces of Sonora or Sinoloa, in the Republic of Mexico, by the several appellants, Messrs. M. Straus & J. Salomon in the first case, and Mr. Marquis R. Chamlin in the second.

It further appears, that the mules in each case were taken possession of by the collector, who placed special inspectors in charge of the respective droves, where they remained until the

1st July, when, on being withdrawn by the importers, a duty of 20 per cent. was levied as upon importations of unenumerated articles, under the provisions of the act of 1857.

From this decision the importers appeal, contending for the free entry of the mules under the existing laws.

In the opinion of the Department the provisions of the 4th section of the act of 3d March, 1857, extends the privileges granted to merchandise in public store on the 1st July, 1857, to cases like the present, where articles not of a description to be stored are in the custody and possession of the officers of the customs on that day, all charges and expenses of such custody being paid by the importers.

The decision of the collector is therefore overruled, the mules in question being entitled to free entry, under the provisions in schedule I of the tariff act, exempting from duty "living animals of all kinds."

# PILOT LAW.

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THE FOLLOWING ARE THE RULES AND REGULATIONS FOR PILOTAGE IN THE  
STATE OF MASSACHUSETTS, REPORTED BY THE COMMISSIONERS OF  
PILOTS, AND APPROVED BY THE GOVERNOR AND COUNCIL.

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## GENERAL REGULATIONS FOR PILOTAGE

IN THE COMMONWEALTH OF MASSACHUSETTS.

1. No person not holding a commission as Pilot, (excepting those actually employed on board of the vessel for the voyage,) shall in any case exercise the duties of a Pilot on board of any vessel within the waters of this Commonwealth, whether said vessel is liable to compulsory pilotage or not, provided a commissioned Pilot offers his services, or can be obtained at a reasonable time, under a penalty of not less than twenty, and not exceeding fifty dollars for each and every offence. All commissions shall be revocable at the pleasure of the Commissioners.

2. If at any time the bond of any pilot shall appear to be insufficient, a new one will be required by the Commissioners.

3. Every pilot shall require from the captain or commander of any vessel on board of which he shall serve, a certificate, specifying the name of the Pilot, the name of the vessel, the draught of water in feet and inches, and a statement whether said Pilot has discharged his duty satisfactorily, or not, and the said certificates shall be filed in the Commissioners' office by the Pilots, together with their quarterly returns.

4. No vessel shall be liable to pilotage in or out of any port other than her ports of departure and destination. But if the aid of a Pilot be required, the Pilot shall be bound to do the duty, and entitled to the regular compensation therefor.

5. Every vessel inward bound, excepting the vessels provided for in section 19th, shall receive the first Pilot holding a commission for her port of destination, that may offer his services, and shall be holden to pay to such pilot the regular fees for pilotage, whether his services be accepted or not. Outward

bound vessels in all cases are requested to give a preference to the Pilot who may have brought said vessel into port, or to a Pilot from the same boat.

6. Every Pilot shall offer his services to the first vessel he may meet, without attempting to make any selection or preference.

7. Every Pilot shall exhibit his commission when required, to the master of any vessel of which he may take charge.

8. No Pilot shall take charge of any vessel drawing more water than his commission authorizes, under penalty of suspension or dismissal.

9. Every Pilot shall be liable, together with his bondsmen, for all damages that may accrue from his negligence, unskillfulness or unfaithfulness.

10. Every Pilot shall make out and forward to the Commissioners his quarterly return, within the first fifteen days of October, January, April and July; any neglect of said returns and the settlement thereof, will be ground for suspension or dismissal.

11. The period during which winter rates of pilotage shall be allowed, shall be uniformly from November 1 to April 30, inclusive; summer rates from May 1 to October 31, inclusive, for all the ports of the Commonwealth.

12. The hull and appurtenances of every vessel shall be liable for all legal claims on account of pilotage, either rendered or offered, for the space of sixty days.

13. All Pilots shall anchor vessels carrying alien passengers, or vessels subject to Quarantine, at the places assigned for such purpose, by the proper authorities, under penalty of suspension or dismissal, as well as of the fines by law provided for neglect thereof.

14. All disputes between Pilots in relation to their rights, privileges and duties with each other, shall be referred to, and settled by three Master Pilots, to be chosen by the parties for that purpose, to be adjusted and settled according to the regulations and the laws; subject, nevertheless, to reversal or modification by the Commissioners.

15. Whenever any vessel shall be anchored under the regulations for Quarantine, or Alien Passengers, for twelve hours or over, the Pilot in charge shall be entitled to twenty five per cent. in addition to the ordinary fees, by afterwards piloting the vessel to her port of destination.

16. Any Pilot who shall be unable to leave a vessel under his charge and be carried to sea, without any negligence or fault of his own or his associates, shall be entitled to two dollars per day, while necessarily absent from home.

17. All passenger steam vessels, regulated by the laws of the United States, and carrying a Pilot commissioned by U. S. Commissioners, are exempt from the compulsory payment of pilotage.

18. All National vessels, both inward and outward, shall pay in all ports in the Commonwealth, when they shall employ a Pilot, four dollars per foot for 15 feet or less draught of water, and five dollars per foot for over 15 feet draught of water.

19. Every regularly appointed Pilot is authorized and directed to take charge of any vessels within the limits of his commission, except fishing vessels, (not including whaling vessels,) all single decked vessels of three hundred and fifty tons or under, sailing under a coasting license, and all other vessels bound from a port within this State to another port within this State, unless such vessel shall be in the completion of a voyage from a port or place without the State, and steam vessels as per regulation No. 17.

20. Vessels of 200 tons burthen and under and liable to pay pilotage, declining the services of a Pilot, shall henceforth be liable only for one half of the regular pilotage fees. And, also vessels of less than seven feet draught of water shall be exempt from compulsory pilotage, in all ports in the Commonwealth.

21. The regulations and rates of pilotage, for all ports not named in the following Port Regulations, shall be such as the Commissioners may prescribe.

22. It shall be the duty of all Pilots, to give immediate information to the Pilot Commissioners, of the decease or insolvency of any person who may be surety on their Bond, under a penalty of two hundred dollars.

23. The Statute of 1855, chap. 421, sec. 5, provides that in all cases six per cent. upon the amount of all pilotage fees shall be collected by Pilots and paid over to the Commissioners. Pilots and Masters or Agents of vessels will govern themselves accordingly.

*REGULATIONS for the Pilotage of the Harbor of BOSTON, and all places or landings accessible to vessels from sea, included within the limits of Nahant Rock on the North, and Point Alderton on the South.*

There shall be not less than six Pilot Boats constantly employed by the Boston Pilots; each boat shall have a number, which shall be painted in black figures of not less than 48 inches in length, in the mainsail and jib; the numbers of boats and crews of said boats to be regulated by the Commissioners.

Each boat shall have a first and second master, who are required to see that all the Pilot regulations are strictly conformed to; any nonperformance of duty, or insubordination on the part of any Pilot, upon the complaint of any master, will receive prompt investigation by the Commissioners.

There shall be four Pilot boats constantly cruising in Boston Bay when the weather will permit; all the boats shall take stations in the Bay in turns as follows:—The boat first in turn shall cruise outside of a line drawn from Monument land, Plymouth, to Thatcher's Island, Cape Ann. The boats second and third in turn shall cruise outside of a line drawn from Minot's Ledge Light, to Baker's Island Light, and between that and the aforesaid line drawn from Monument land to Thatcher's Island, the second station to be the south part of said line, and the third station the north part of said line; the boats on these stations to cruise near their inner line during the night. The boat fourth in turn to cruise outside of a line drawn from the Harding's Rocks to the Graves and Nahant Head; and no boat shall leave her station in the Bay until all her Pilots are out, except for cause satisfactory to the Commissioners.

Whenever either of the Pilot boats shall have put out all her Pilots, and is returning, those in charge of said boat shall signal to the boat next in turn, to take her place, by hoisting a ball to the mast head, the said signal to be repeated to the telegraph station at Hull, to be transmitted to the city, for the boat next in turn to proceed to the Bay and take her station.

Not more than one Pilot from each boat to remain on shore at one time from any cruise, except from sickness, or cause satisfactory to the Commissioners.

Every Pilot boat is required to offer a Pilot to the nearest vessel requiring one, whether large or small, on its station, without interfering with other stations.

It shall be the duty of every Pilot, after having brought a vessel to the inner harbor of Boston, to have such vessel properly moored in the stream, or secured to a wharf, (below the bridges,) at the option of the master, within twenty-four hours after arrival, weather and tide permitting, without extra charge.

If any vessel outward bound, having a Pilot on board, should anchor in Nantasket Roads, it shall be the duty of the Pilot to remain on board said vessel, if requested by the master, until the next high water, and if detained after that time, he shall be entitled to receive three dollars per day for each and every day so detained.

No Pilot shall leave a vessel outward bound, until to the eastward of George's Island, without permission of the master of said vessel.

There shall be a correct log book kept on board of each Pilot boat, stating the particulars of each cruise, the names of the Pilots on board, the names of every vessel spoken or boarded, with the name of the Pilot put on board each vessel, and the time and place such vessel was boarded or spoken; said log book shall be exhibited to the Commissioners every three months, and at any other time when required.

Every Pilot is required to perform his full share of the duties of an inward, as well as outward Pilot, unless prevented by sickness, or causes satisfactory to the Commissioners.

Whenever all the pilots but one are put out from any boat, the Pilot so remaining shall have liberty to go on board the boat next in turn, and let the boat return to the city, the said Pilot having the right of being first put out.

One of the masters attached to a boat shall remain on board until the cruise is completed, unless for cause satisfactory to the Commissioners.



*Rates of Pilotage Outward, for the Port of Boston.*

FROM			FROM		
Nov. 1 to April 30, inclusive.			May 1 to October 31, inclusive.		
7 feet	per foot	90 cts	7 feet	per foot	75 cts
8 do	do	90	8 do	do	75
9 do	do	95	9 do	do	80
10 do	do	95	10 do	do	85
11 do	do	\$1 00	11 do	do	90
12 do	do	1 05	12 do	do	95
13 do	do	1 10	13 do	do	\$1 00
14 do	do	1 15	14 do	do	1 05
15 do	do	1 20	15 do	do	1 10
16 do	do	1 25	16 do	do	1 15
17 do	do	1 30	17 do	do	1 15
18 do	do	1 35	18 do	do	1 20
19 do	do	1 40	19 do	do	1 25
20 do	do	1 60	20 do	do	1 50
21 do	do	2 00	21 do	do	1 75
22 do	do	2 50	22 do	do	2 00
23 do	do	3 00	23 do	do	2 50
24 do	do	4 25	24 do	do	3 50
25 do	do	5 00	25 do	do	4 00

All national vessels of 15 feet or less draft water, \$4 per foot.

Do do do over 15 feet do do \$5 do.

*Rates of Pilotage Inward, for the Port of Boston.*

FROM			FROM		
Nov. 1 to April 30, inclusive.			May 1 to October 31, inclusive.		
7 feet	per foot	\$1 45	7 feet	per foot	\$1 10
8 do	do	1 45	8 do	do	1 10
9 do	do	1 50	9 do	do	1 15
10 do	do	1 60	10 do	do	1 20
11 do	do	1 70	11 do	do	1 25
12 do	do	1 75	12 do	do	1 30
13 do	do	1 80	13 do	do	1 35
14 do	do	1 85	14 do	do	1 40
15 do	do	1 95	15 do	do	1 50
16 do	do	2 00	16 do	do	1 55
17 do	do	2 10	17 do	do	1 60
18 do	do	2 40	18 do	do	1 75
19 do	do	2 75	19 do	do	1 90
20 do	do	3 10	20 do	do	2 10
21 do	do	3 75	21 do	do	2 60
22 do	do	4 00	22 do	do	3 00
23 do	do	4 50	23 do	do	3 50
24 do	do	5 00	24 do	do	4 00
25 do	do	5 00	25 do	do	4 50

All national vessels of 15 feet or less draft water, \$4 per foot.

Do do do over 15 feet do do \$5 do

Any commissioned Pilot that shall offer his services to any vessel bound into the harbor of Boston, without or eastward of a line drawn from Monument Land, Plymouth, to Thacher's Island, Cape Ann, from the first day of November to the thirtieth day of April, inclusive, shall be entitled to receive twenty per cent. in addition to the foregoing rates.

The fees for hauling a vessel from the stream to a wharf, (below the bridges,) after the expiration of twenty-four hours from arrival, shall be four dollars; and for hauling a vessel from the wharf to the stream, provided the vessel does not proceed to sea within twenty-four hours from the time of anchoring, four dollars.

If any commissioned Pilot offers himself to any inward bound vessel liable to take a Pilot, except vessels under one hundred and fifty tons, outside of a line drawn from Harding's Rocks to the Graves and Nahant Head, and the master of the vessel should refuse to take such Pilot on board, the master or owner of such vessel or either of them, shall be liable to such Pilot for the regular pilotage, as if his services had been accepted.

No Pilot shall take charge of any vessel of a larger draft of water than his commission authorizes, nor shall any other person, not having a commission, be put on board of any vessel from either of the pilot boats, in the capacity of Pilot. But in the event of the master of any vessel taking on board an unauthorized person to assist him in going into port, the person so taken shall state the circumstances to the master of said vessel, and keep the usual signal flying for a Pilot until within a line from the Harding's Rocks to the Graves and Nahant Head, and shall give the vessel up to any authorized Pilot who may offer himself.

Any vessel inward bound, requiring the services of a Pilot when inside of a line drawn from Boston Light House to Point Alderton, in the Light House Channel, or when abreast of or inside of the outer Brewster Island, in Broad Sound, shall be liable only to two-thirds of the established rates of pilotage, and if outward bound from Nantasket or President Roads, half pilotage rates only.

Any commissioned Pilot for the harbor of Boston, that may be found mating or combining, or in any way interested with any other Pilot in the business of pilotage, except with those Pilots belonging to the same boat with himself, shall be liable to forfeit his commission.

The established Pilot Signal by day, is a white and blue flag, white next to the mast, and in the night a red light.

In the division of earnings of any Pilot boat among the crew, the following allowance shall be made to those Pilots holding a commission for a limited draught of water.

For a commission for 10 feet draught of water,  $\frac{1}{3}$  of a share.

For a commission for 12 feet draught of water,  $\frac{1}{2}$  of a share.

For a commission for 14 feet draught of water,  $\frac{2}{3}$  of a share.

For a commission for 16 feet draught of water,  $\frac{3}{4}$  of a share.

The Pilots of the port of Boston shall have an office, or keep a desk in some counting room in some central situation, where all communications may be left for them, and it shall be the duty of the Pilots when in Boston, to call at said office or desk, twice a day at least.

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*REGULATIONS for the Pilotage of Nantucket Shoals, Vineyard Sound, and ports bordering thereon, and also for Buzzard's Bay and harbors bordering on its waters.*

The rates for piloting vessels through the Vineyard Sound, over Nantucket Shoals into Boston Bay, or to any port of destination eastward thereof, if the Pilot be taken westward of a line drawn due south from Tarpaulin Cove Light House, or between said line and a line drawn from Noman's Land to Saugkonnet Point, from the first day of November to the thirtieth day of April, inclusive, shall be, for vessels not drawing more than eleven feet of water, three dollars and fifty cents per foot; if drawing more than eleven feet of water, and not more than fourteen feet, four dollars per foot; if drawing more than fourteen feet, four dollars and fifty cents per foot. And from the first day of May to the thirty-first day of October, inclusive, for vessels drawing not more than eleven feet of water, two dollars and fifty cents per foot. If drawing more than eleven feet, and not more than fourteen feet, three dollars per foot. If drawing more than fourteen feet, three dollars and fifty cents per foot. And if the Pilot be taken west of said line, drawn from Saugkonnet Point to Noman's Land, ten per cent. shall be added to the above specified rates; and if said Pilot be taken at any

point east of said line, drawn due south from Tarpaulin Cove Light House, ten per cent. shall be deducted from said rates; and if, during the navigation aforesaid, the Pilot is detained in any port at the request of the master, commander or owner of said vessel, and not from stress of weather, he shall be allowed three dollars per day for all such detention; and in all cases five dollars shall be added to the rates aforesaid, if the vessel shall be taken to a port of destination east of Cape Ann, and not eastward of Portsmouth, and if the port of destination be Portsmouth, or eastward thereof, ten dollars shall be added to said rates; provided, however, that any other rates may be agreed upon, by written contract between the master, commander or owner of any vessel to be piloted, and the Pilot taking charge of the vessel.

The rates for piloting from west of a line drawn from Saugkonnet Point to Noman's Land, to the ports herein named, shall be as follows, viz:— Into Tarpaulin Cove, one dollar and fifty cents per foot; Wood's Hole, Falmouth Port, and Holmes Hole, one dollar and seventy-five cents per foot; into Edgartown and Hyannis, two dollars per foot; and to the bar of Nantucket Harbor, two dollars and twenty-five cents per foot. And into any other ports on the south coast of Barnstable County or on the Vineyard Sound, one dollar and seventy-five cents per foot.

The outward rates of pilotage from all the above-named ports and from the bar of Nantucket harbor, if taken westward past Gay Head, shall be three-fourths of the above, and the outward and inward rates shall be increased by twenty per cent. for all piloting done between the first day of November and the thirtieth day of April, inclusive.

The rates for piloting vessels into any of the above-named ports, and to the bar of Nantucket harbor, from any point east of a line drawn from Saugkonnet Point to Noman's land, and between said line and a line drawn due south from Tarpaulin Cove Light House, shall be twenty-five per cent. less than the above named rates; and if said Pilot is taken east of a line drawn due south from Tarpaulin Cove Light House, fifty per cent. shall be deducted from said specified rates; and in case the master then declines taking a Pilot, said Pilot offering shall be entitled to one quarter pilotage, agreeably to these regulations, and if no Pilot shall have offered his services before passing a line drawn from the West Chop Light House, to the Nobska Light House, there shall be no obligation on the part of the

master or owner to pay pilotage, if the master shall then decline receiving a Pilot.

The rates of pilotage for vessels coming from the eastward bound to the aforesaid ports, shall be from east of a line drawn due north from Nantucket Great Point Light House to the bar of Nantucket, one dollar and fifty cents per foot of said vessel's draught. Into Edgartown and Hyannis, one dollar and seventy-five cents per foot. Into Holmes Hole, Falmouth Port and Wood's Hole, two dollars per foot; and into all other ports on the south coast of Barnstable County or on the Vineyard Sound, one dollar and seventy-five cents per foot; and from west of said line drawn due north from Great Point Light House, twenty-five per cent. less than the foregoing. The outward rates, when passing to sea to eastward of Nantucket Shoals, shall be three-fourths of the inward rates, and both outward and inward rates shall be increased by twenty-five per cent. for all pilotage done between the first of November and the thirtieth of April, inclusive.

The rates of pilotage from one port to another on the Vineyard Sound, including the south coast of Barnstable County, and from the said ports to the bar of Nantucket harbor, and *vice versa*, shall be uniformly one dollar and twenty-five cents per foot, and twenty-five per cent. additional for all pilotage done between the first day of November and the thirtieth day of April, inclusive. And for Pilotage inward or outward, over the bar of Nantucket harbor only, at all seasons of the year, one dollar per foot.

Any person holding a commission as Pilot for Nantucket Shoals, is authorized to pilot vessels from any part of the Vineyard Sound, Nantucket Shoals, and ports bordering on the waters of the same, to the harbor Pilots' limits of any port in Buzzard's Bay or ports west of said bay, at the following rates of pilotage: From any point east of a line drawn due north from Cape Poge, at two dollars per foot of such vessel's draught, and if taken westward of said line, drawn due north from Cape Poge, one dollar and fifty cents per foot; and if no port Pilot offers his services, with the consent of the master, they may proceed with said vessel to her destination, and claim the whole amount of pilotage. Provided, however, that no vessel passing through the waters of the Vineyard Sound, or over the Nantucket Shoals to ports beyond them, shall be holden to pay compulsory pilotage. But in no case shall an unauthorized Pilot take charge of any

vessel when a commissioned Pilot can be obtained at a proper time. Pilots holding commissions for Vineyard Sound and Nantucket Shoals, who may have piloted a vessel over said shoals, whose destination is a port in Barnstable or Boston Bay, or eastward thereof, on arrival at the port of her destination, and no harbor Pilot offering his services, may with the consent of the master, (but not otherwise,) pilot such vessel into her port of destination, and receive the regular port Pilot fees therefore.

Pilots especially commissioned for the purpose, shall be authorized to pilot vessels from sea, which are bound into the ports of New Bedford and Fairhaven to abreast of Clark's Point Light House, and to the port pilot limits of other ports in Buzzard's Bay, (or westward thereof,) and if no port Pilot offers his services, they may, with the consent of the master or owner, proceed with such vessel to her port of destination, and claim the full amount of pilotage.

The rates of pilotage from sea for vessels bound into the ports of New Bedford and Fairhaven to abreast of Clark's Point Light House, shall be one dollar and ninety cents per foot, and from abreast of Clark's Point Light House to the inner harbors of New Bedford and Fairhaven, thirty-five cents per foot, and twenty per cent. additional to the sea or bay pilotage, from the first day of November to the thirtieth day of April, when a pilot offers his services or is taken west of a line drawn from Saugkonnet point, to the south point of Noman's land.

The outward rates of pilotage, from the ports of New Bedford and Fairhaven, to abreast of Clark's Point Light House, shall be thirty-five cents per foot; from abreast of Clark's Point Light House to sea, one dollar and fifty cents per foot.

Vessels bound into other ports (than New Bedford and Fairhaven) in Buzzard's Bay, and ports west of said bay, are exempt from paying compulsory bay pilotage, when coming from sea, from westward to the port pilot limits of the several ports; but if a Pilot is employed, he shall be entitled to receive two dollars per foot, and if no port Pilot offers his services, he may, with the consent of the master or owner, conduct said vessel to the port of her destination, and claim the whole amount of pilotage.

The rates of port or harbor pilotage for all the different ports bordering on Buzzard's Bay, and to the westward thereof, excepting New Bedford and Fairhaven, shall be: for vessels inward bound drawing less than twelve feet of water, one dollar per

foot; for those drawing from twelve to fifteen feet of water inclusive, one dollar and thirty cents per foot; for those drawing more than fifteen and not more than eighteen feet of water, two dollars per foot; and for those drawing over eighteen feet of water, two dollars and fifty cents per foot; and the rates of pilotage for vessels outward bound from said ports, shall be three quarters of said inward rates, and both outward and inward rates shall be increased by twenty per cent. for all pilotage done between the first day of November and the thirtieth day of April inclusive.

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*REGULATIONS and Fees of Pilotage, applicable to the following Harbors, viz., Provincetown, Plymouth, Newburyport, Gloucester, Rockport, Lane's Cove, Annisquam, Salem and Beverly, Marblehead, Taunton River, and Merrimack River and Harbors.*

#### PROVINCETOWN.

The rates of pilotage for all vessels liable to pay pilotage, bound into the harbor of Provincetown, if taken south of a line drawn due west from Race Point Light House, or between that and a line drawn due south from Wood End Bar, shall be: for vessels drawing less than twelve feet of water, one dollar per foot; for those drawing from twelve to fifteen feet of water, inclusive, one dollar and thirty cents per foot; for those drawing more than fifteen feet, and not more than eighteen feet of water, two dollars per foot; for those drawing more than eighteen feet, and not more than twenty-one feet of water, two dollars and fifty cents per foot; for those drawing more than twenty-one feet, and not more than twenty-five feet of water, three dollars and fifty cents per foot, and no more. But no vessel shall be liable to pay compulsory pilotage if the services of a Pilot are refused after passing a line drawn due south from Wood End Bar. And the outward rates of pilotage shall be three-fourths the amount of said inward rates.

## PLYMOUTH.

The rates of pilotage for vessels liable to pay pilotage, bound into the harbor of Plymouth, shall be one dollar per foot. Vessels arriving inside of the Gurnet, and no Pilot previously offering his services, are exempt from compulsory pilotage, if a Pilot's services are then refused. Rate of pilotage outward, seventy-five cents per foot.

## NEWBURYPORT.

The rates of pilotage for vessels liable to pay pilotage bound into or out of the harbor of Newburyport, shall be: for outward bound vessels, from seven to twelve feet draught of water, sixty-five cents per foot; from twelve to fifteen feet, inclusive, eighty-five cents per foot; upwards of fifteen feet, one dollar and five cents per foot. The summer rates of pilotage for inward bound vessels, drawing from seven to under twelve feet, ninety-five cents per foot; from twelve to fifteen feet, inclusive, one dollar and twenty-five cents per foot; over fifteen feet, one dollar and sixty cents per foot. The winter rates of pilotage for inward bound vessels, drawing from seven to twelve feet of water, one dollar and twenty-five cents per foot; from twelve to fifteen feet, inclusive, one dollar and sixty-five cents per foot; over fifteen feet, two dollars and ten cents per foot.

The district limits of the port of Newburyport shall be from Chebacco Bar on the south, to the Isle of Shoals on the north. Vessels not spoken until within the bar, shall pay only half pilotage; if not spoken until and within the Black Rocks, shall pay no compulsory pilotage.

The Pilots of Newburyport will be required to keep one or more good decked boats, and one boat shall be upon the cruising ground at all times, when the weather will permit.

## ROCKPORT, LANE'S COVE AND ANNISQUAM.

The rates of pilotage shall be: for vessels under twelve feet draught of water, seventy-five cents per foot; of twelve to fifteen feet, inclusive, one dollar per foot; over fifteen feet, one dollar and fifty cents per foot.

The inward and outward rates shall be the same.



## GLOUCESTER.

The rates of pilotage for vessels liable to pay pilotage, bound into the harbor of Gloucester, shall be: for vessels drawing less than twelve feet of water, one dollar per foot; for those drawing from twelve to fifteen feet of water, inclusive, one dollar and thirty cents per foot; for those drawing more than fifteen feet, and not more than eighteen feet of water, two dollars per foot; for those drawing more than eighteen feet, and not more than twenty-one feet of water, two dollars and fifty cents per foot; for those drawing more than twenty-one feet, and not more than twenty-five feet of water, three dollars and fifty cents per foot; and no more. The harbor line shall be a line drawn from Norman's Woe to Dog Bar Buoy, off Eastern Point, within which line there shall be no compulsory inward pilotage. The Pilots of Gloucester will be required to keep at least one decked boat, and said boat or boats shall be upon the cruising ground at all times when the weather will permit. The pilotage on vessels outward bound, shall be three-fourths of the inward rates.

## SALEM AND BEVERLY.

The harbor lines of the port of Salem and Beverly, shall be a line running north by east, from Half-way Rock to the Northern shore, and a line running north-westerly from Half-way Rock to Marblehead Fort, within which lines there shall be no compulsory inward pilotage. The rates for pilotage, both for inward and outward bound vessels, shall be as follows, viz: for vessels drawing less than nine feet of water, eighty-seven cents per foot; for nine feet, and less than eleven feet, one dollar per foot; for eleven feet, and less than thirteen feet, one dollar and twenty cents per foot; for thirteen feet, and less than fifteen feet, one dollar and thirty-five cents per foot; for fifteen feet, and less than seventeen feet, one dollar and sixty cents per foot; for seventeen feet and upwards, one dollar and eighty-five cents per foot.

The Pilots for the ports of Salem and Beverly shall keep two good decked boats, one of which shall, by alternate weeks, at all times, day and night, whenever the weather does not render it impracticable, keep in the bay, on the look-out for vessels approaching the harbors of Salem and Beverly on the inner station — which station shall be between the harbor lines above

named, and a line with Tinker's Island, bearing west by compass, and Kettle Island, bearing north by compass; and the boat in turn, on said inner station, shall be entitled to put a Pilot on board of all vessels requiring the aid of a Pilot, which shall arrive within the limits of said station without having obtained a Pilot — while the other boat shall have the privilege of putting Pilots on board of any vessel requiring the aid of a Pilot, without the limits of said inner station; and the boats shall in no case go out of the limits of their several stations to board a vessel, except such vessel shall show a signal for, and be evidently in want of, a Pilot at the time; and that the boat, within whose station limits such vessel may be at the time, shall not be in sight upon her proper cruising ground.

If any vessel bound into the ports of Salem and Beverly shall meet with unreasonable detention, in consequence of not finding a Pilot on said inner station, the Pilots in the boat in turn on said station, shall, on complaint made to the Commissioners, be liable to suspension or removal; provided said boat was absent from said station without good and sufficient cause. The cruising ground of the boat on the inner station, during the night, whenever circumstances do not prevent it, shall be abreast of the regular ship channel, with Baker's Island light bearing between W. by S. and N. W. by W., per compass.

All vessels approaching the ports of Salem and Beverly, during the night time, and desirous of obtaining a Pilot, will govern themselves accordingly. Any Salem and Beverly Pilot having brought a vessel in, shall have such vessel properly moored in the harbor, or secured at the wharf, at the option of the master, within twelve hours after the arrival of said vessel, if the weather permits, without extra charge. But if called upon, after the expiration of the twelve hours, to haul any vessel into the wharf, the Pilot shall be entitled to receive two dollars for his services, and the same sum for taking a vessel from the wharf into the harbor, if said vessel shall not proceed to sea within twelve hours from the time of her being anchored in the harbor. The signal for the Pilot boats for the ports of Salem and Beverly, shall be their accustomed signal by day, viz: a red flag with a white P, and a black ball, painted on the upper part of mainsail, and jib; and by night a green light.

**MARBLEHEAD.**

The rates of pilotage for vessels liable to pay pilotage, bound into the harbor of Marblehead, shall be: for vessels drawing from seven to eleven feet of water, sixty-seven cents per foot; from twelve to fourteen feet, ninety cents per foot; from fifteen to seventeen feet, one dollar and twenty cents per foot; eighteen feet and upwards, one dollar and sixty cents per foot.

The harbor limits of Marblehead shall be bounded by a line drawn from the south point of the Neck to Marblehead Rock, thence to Cat Island Rock, and thence westerly to Gerry's Island. Within this line there shall be no compulsory inward pilotage. The outward rates shall be the same as the inward.

**TAUNTON RIVER.**

The pilotage for Taunton River shall not be compulsory. When the services of a Pilot are required, the rates of pilotage on all vessels piloted from Fall River to Somerset, drawing not over twenty feet of water, two dollars; from Fall River to Dighton, on vessels drawing twelve feet of water, seven dollars; eleven feet, six dollars and fifty cents; ten feet, six dollars; nine feet, five dollars and fifty cents; eight feet, five dollars; under eight feet, four dollars. From Somerset to Dighton and Berkley, fifty cents per foot for vessels drawing from eight to twelve feet of water; under eight feet, three dollars per vessel. The downward pilotage from the aforesaid places, shall be one-half of the upward rates.

**MERRIMACK RIVER AND HARBORS.**

The pilotage on the Merrimack River, between Newburyport and Haverhill, shall not be compulsory. When the services of a Pilot are required, the rates of pilotage authorized by the Commissioners, shall be: between Newburyport and Ship Yards at Bellville, thirty cents per foot; between Newburyport and Salisbury fifty cents per foot; between Newburyport and Amesbury, sixty-two and one-half cents per foot; between Newburyport and Groveland, eighty-seven and one-half cents per foot; between Newburyport and Haverhill, one dollar per foot.

**DORCHESTER AND NEPONSET.**

The pilotage for the several landing places in the towns of Dorchester and Neponset, shall not be compulsory. When the services of a Pilot are required, and are offered outside of a line drawn from the wharf on Thompson's Island, in a direct line to Dorchester Point, the rates of pilotage authorized by the Commissioners shall be, viz: to Commercial Point, thirty cents per foot; to Neponset, forty cents per foot. The inward and outward rates to be the same.

**HINGHAM, WEYMOUTH AND QUINCY.**

The pilotage for the several landing places in the towns of Hingham, Weymouth and Quincy, below the bridges, shall not be compulsory. When the services of a Pilot are required, and are offered outside of a line drawn from Nantasket Point to the east point of Pettick's Island, from thence a line drawn to the north-west point of said Pettick's Island, from thence in a line to Sunk Island, from Sunk Island, in a direct line to Hangman's Island, the rates of pilotage authorized by the Commissioners shall be, viz.: to Hingham, fifty cents per foot, for vessels drawing ten feet and under; eleven and twelve feet, sixty cents per foot; to Weymouth or Braintree, to Quincy Point, ten feet and under, fifty cents per foot; eleven and twelve feet, sixty cents per foot; thirteen feet, seventy-five cents per foot; fourteen feet, one dollar per foot; fifteen feet, one dollar and ten cents per foot; sixteen feet, one dollar and twenty-five cents per foot; to East Weymouth, ten feet and under, sixty cents per foot; eleven feet, sixty-five cents per foot; twelve feet, seventy cents per foot; thirteen feet, eighty-five cents per foot; fourteen feet, one dollar per foot; over fourteen feet, one dollar and twenty-five cents per foot. The inward and outward rates to be the same.

**CHARLES RIVER.**

The pilotage on the Charles River, from outside of Charlestown Bridge, in Boston Harbor, shall not be compulsory when the services of a Pilot are required. The rates of pilotage authorized by the Commissioners shall be —

*From outside of Charlestown Bridge, in Boston Harbor, to Fitchburg Railroad Wharf, viz.:*

10 feet and under .....	25 cents per foot.
11 to 13 feet .....	30 cents per foot.
14 feet and upwards .....	35 cents per foot.

*To Landings within State Prison Bridge.*

11 feet and under .....	40 cents per foot.
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*To Cragie's Bridge, including Lowell Railroad Wharves.*

10 feet and under .....	35 cents per foot.
11 to 13 feet .....	40 cents per foot.
14 feet and upwards .....	45 cents per foot.

*To Landings between Cragie's and Cambridge Bridges, including all Landings in Cambridgeport.*

11 feet and under .....	40 cents per foot.
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*From Cambridge Bridge to Willard's Bridge, in addition to the above rates.*

11 feet and under .....	60 cents per foot.
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*From Cambridge Bridge to Brighton Corner.*

9 feet and under .....	\$6 per vessel.
10 and 11 feet .....	75 cents per foot.
12 feet .....	80 cents per foot.
13 feet .....	85 cents per foot.

The upward and downwards rates to be the same.

CALEB CURTIS, SOLOMON FREEMAN, GEO. H. DEVEREUX,	} Commissioners of Pilots.
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Office, 41 State street, Boston.

## SHIP BUILDING IN BOSTON AND VICINITY, 1857.

THE Secretary regrets to say that this List is not quite complete. He sent circulars to all the builders, and those who did not respond were again asked to make return; still from some no answer has been received.

LAUNCHED					ON THE STOCKS, Jan. 1, 1858.	
Where	By Whom	Name	Class	Tonnage	Class	Tonnage
East Boston, ..	G. & T. Boole, .....	Dione, .....	Ship..	1181	Ship..	1200
Do ..	D. D. Kelly, .....	Salacca, .....	Bark .	450	Bark .	500
Do ..	Samuel Hall, .....	Indian, .....	Ship..	780	Ship..	1030
Do ..	Paul Curtis, .....	Fortuna, .....	Ship..	659	.....	.....
Do ..	Do .....	Manjoor, .....	Bark *	780	Ship..	1000
Do ..	Robert E. Jackson, ...	Borneo, .....	Ship..	763	.....	.....
Do ..	Do ..	Mannella, ..	Schr..	262	.....	.....
Do ..	Do ..	Amelia, .....	Schr..	262	.....	.....
Do ..	Do ..	Gemebok, .....	Bark .	613	.....	.....
Do ..	Do ..	John Patterson, ..	Schr †	100	.....	.....
Do ..	C. F. & H. D. Gardener,	Laughing Water, ..	Ship..	925	.....	.....
Do ..	Do ..	Cashangar, .....	Ship..	1090	.....	.....
Do ..	Burkett & Tyler, .....	Princess Royal, ..	Ship..	1210	.....	.....
Do ..	Do ..	Harvard, .....	Brig..	415	.....	.....
South Boston, ..	E. & H. O. Briggs, ...	John Tucker, ....	Ship..	989	Ship..	800
Chelsea, .....	John Taylor, .....	Gazelle, .....	Sloop.	80	.....	.....
Do .....	Do .....	Alice Munroe, ...	Ship..	1350	.....	.....
Medford, .....	J. O. Curtis, .....	Bunker Hill, .....	Ship..	1000	Ship..	500
Do .....	Do .....	Lizzie, .....	Bark .	500	.....	.....
Do .....	Do .....	Wild Gazelle, ...	Bark .	500	.....	.....
Quincy, .....	George Thomas, .....	Maritana, .....	Ship..	990	.....	.....
Do .....	Do .....	.....	Ship..	1300	.....	.....
Charlestown, ..	Joshua Magoun, .....	Samuel G. Glover, ..	Ship..	763	.....	.....
Do ..	Do ..	Egeria, .....	Ship..	645	.....	.....
				17,607		5030

\* Steam Propeller for the Russian Government, and designed for the Naval service.

† Centre board.

*Boards of Trade, and Chambers of Commerce, in the United States, and in the British Colonies, as far as ascertained, January 1, 1858.*

Town or City	State or Colony	Corporate or Adopted Name	President	Secretary	Number of Members
Albany	New York	Board of Trade	John C. Brune	George U. Porter	481
Baltimore	Maryland	Board of Trade			902
Bath	Maine	Board of Trade	George B. Upton	Lorenzo Sabine	902
Boston	Massachusetts	Board of Trade	G. S. Hazard	John J. Henderson	385
Buffalo	New York	Board of Trade			475
Burlington	Iowa	Board of Trade	A. O. Andrews	V. J. Tobias	60
Charleston	South Carolina	Chamber of Commerce	Charles H. Walker	Wm. W. Mitchell	104
Chicago	Illinois	Board of Trade	Joseph Torrence	Richard Smith	125
Cincinnati	Ohio	Chamber of Commerce	J. L. Weatherly	H. B. Tuttle	40
Cleveland	Ohio	Board of Trade	L. S. Veille	I. P. Coates	104
Davenport	Iowa	Board of Trade	Henry P. Bridge	M. D. Hamilton	125
Detroit	Michigan	Board of Trade	Edwin James, Jun.	William S. Couch	125
Dubuque	Iowa	Board of Trade			125
Hamilton	Canada	Board of Trade			125
Kingston	Canada	Board of Trade			125
London	Canada	Board of Trade	Adam Hope	James C. Macklin	40
Louisville	Kentucky	Chamber of Commerce	John B. Alley	Henry A. Breed	104
Lynn	Massachusetts	Board of Trade			104
Milwaukee	Wisconsin	Board of Trade			104
Mobile	Alabama	Chamber of Commerce			104
Montreal	Canada	Board of Trade			104
New York	New York	Chamber of Commerce	Pelatiah Perit	Edward C. Bogert	104
New Orleans	Louisiana	Chamber of Commerce			104
Norfolk	Virginia	Board of Trade			104
Ottawa	Canada	Board of Trade	Alexander Workman	George Heubach	50
Philadelphia	Pennsylvania	Board of Trade	Samuel C. Morton	S. Morris Wain	578
Pittsburgh	Pennsylvania	Board of Trade			78
Portland	Maine	Board of Trade	John B. Brown	Henry Fox	78
Quebec	Canada	Board of Trade			78
Racine	Wisconsin	Board of Trade			78
Richmond	Virginia	Board of Trade	Horace L. Kent	William B. Isaacs	232
Savannah	Georgia	Chamber of Commerce	Charles Green	John Gommell	60
St. Louis	Missouri	Chamber of Commerce		W. B. Baker	78
San Francisco	California	Chamber of Commerce	Daniel Gibb	William R. Wadsworth	78
Toledo	Ohio	Board of Trade	T. H. Hoag	E. Haskell	78
Toronto	Canada	Board of Trade			78
Wilmington	North Carolina	Chamber of Commerce	Edward Kidder	Robert G. Remstin	42

## U. S. MARINE HOSPITALS IN MASSACHUSETTS.

*Statistics of the United States Marine Hospitals in Massachusetts, for the relief of Sick and Disabled Seamen, for the year ending June 30, 1857, compiled from official sources.*

Place, Port or District.	Number of Seamen admitted.	Number of Seamen discharged.	No. of Deaths.	Amount Expended.	Amount Hospital Money Collected.
Newburyport, .....	2	.....	.....	72 71	206 20
Gloucester,.....	3	3	.....	91 85	676 13
Salem and Beverly, .....	1	1	.....	15 35	999 74
Marblehead, .....	.....	.....	.....	.....	12 87
Boston and Charlestown,* .....	166	170	13	17,331 41	16,428 74
Plymouth, .....	.....	.....	.....	.....	100 16
Fall River, .....	4	5	.....	125 39	632 77
Barnstable, .....	268	263	7	6,446 97	1,462 75
Edgartown, .....	74	81	5	1,571 92	453 91
New Bedford, .....	36	31	.....	661 39	558 23
Nantucket, .....	.....	.....	.....	.....	95 81
	554	554	25	26,316 99	21,627 30
In the United States and Territories, ..... }	9,722	10,006	392	343,934 72	167,325 29

## \* NEW UNITED STATES MARINE HOSPITAL AT CHELSEA.

THIS structure was so far completed in December, 1857, that but for furnishing, it might have been ready for occupation in the course of the winter. The grounds were then to be fenced, and to be graded; there were also wanted cooking apparatus, steam pumps, cisterns, coal bins, bells, speaking tubes, gas fixtures, window blinds and shades, furniture, and out-buildings, corn house, carriage house, carpenters' shop, coffin and dissecting rooms, dead-house, the necessary offices, etc. Total appropriation, \$215,000; of which, expended to September 30, 1857, the sum of \$197,301 70. The sum estimated to complete every thing, \$34,881 74: showing that a further appropriation of \$17,183 44 must be made by Congress.



## CUSTOM HOUSES, LIGHT HOUSES AND RAILROADS.

*Statistics of the Custom Houses in Massachusetts, purchased or built by the United States, compiled from official sources.*

Place.	Site Purchased.	Site Cost.	Completed.	Total Cost.
Boston, . . . . .	Aug. 29, 1837,	\$190,000 00	Aug. 1, 1847,	\$1,106,658 00
Barnstable, . . . . .	April 24, 1855,	1,500 00	Dec. 1, 1856,	33,370 80
Gloucester, . . . . .	June 6, 1855,	9,000 00	Sept. 10, 1857,	48,418 31
New Bedford, . . . . .	April 13, 1853,	4,900 00	.....	31,745 00
Newburyport, . . . . .	Aug. 2, 1853,	3,000 00	.....	23,188 50
Salem, . . . . .	June 28, 1818,	5,000 00	.....	19,271 77

*Statistics of Amount of Moneys expended at each Custom House in Massachusetts, for year ending June 30, 1857, compiled from official sources.*

Place.	Collector.	Amount Expended.	No. Persons Employed.
Newburyport, . . . . .	James Blood, . . . . .	\$6,202 80	18
Gloucester, . . . . .	William H. Manning, . . . . .	7,717 09	9
Salem and Beverly, . . . . .	William B. Pike, . . . . .	34,550 97	25
Marblehead, . . . . .	William Bartol, . . . . .	2,228 97	9
Boston and Charlestown, . . . . .	Arthur W. Austin, . . . . .	415,020 63	206
Plymouth, . . . . .	Moses Bates, Junr., . . . . .	3,216 04	06
Fall River, . . . . .	Phineas W. Leland, . . . . .	2,311 40	08
Barnstable, . . . . .	S. B. Phinney, . . . . .	11,253 20	19
New Bedford, . . . . .	O. B. H. Fessenden, . . . . .	7,762 85	14
Edgartown, . . . . .	Constant Norton, . . . . .	3,618 69	07
Nantucket, . . . . .	Ebenezer W. Allen, . . . . .	2,320 78	08
		\$496,192 87	319

*Aggregate of Appropriations for Erection of Light Houses, Light Vessels, Buoys and Beacons, in Massachusetts, from 1789 to 1857, inclusive:*

\$990,881 05.

The amount in two States, greater, namely, in New York, \$1,088,872 28, and in Florida, \$1,088,470 74.

*Statistics of the Railroads in Massachusetts, January, 1858.*

Capital paid in, \$50,776,745; Debt, \$22,678,828; Net income, \$4,006,254; Annual interest, \$968,260; Available income, \$3,037,994.

# ACT OF INCORPORATION.

COMMONWEALTH OF MASSACHUSETTS.

*In the year one thousand eight hundred and fifty-four.*

## AN ACT

### TO INCORPORATE THE BOSTON BOARD OF TRADE.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows :*

SECT. 1. James M. Beebe, Silas Potter, James C. Converse, their associates and successors, are hereby made a corporation, by the name of the BOSTON BOARD OF TRADE, for the purpose of promoting trade and commerce, in the city of Boston and its vicinity, with all the powers and privileges, and subject to all the duties, liabilities, and restrictions, set forth in the forty-fourth chapter of the Revised Statutes ; *provided, however*, that this act shall not be construed to authorize said corporation to traffic in goods, wares, or merchandise, of any description.

SECT. 2. Said corporation may hold real and personal estate, to an amount not exceeding one hundred thousand dollars, to be devoted exclusively to the purposes of said corporation.

SECT. 3. This act shall take effect from and after its passage.

*House of Representatives, April 28, 1854.*

Passed to be enacted.

OTIS P. LORD, *Speaker.*

*In Senate, April 29, 1854.*

Passed to be enacted.

CHARLES EDWARD COOK, *President.*

*April 29, 1854.*

Approved :

EMORY WASHBURN.

*Secretary's Department, Boston, May 2, 1854.*

A true copy.

Attest :

E. M. WRIGHT,

*Secretary of the Commonwealth.*

**BY-LAWS**  
**OF THE**  
**BOSTON BOARD OF TRADE.**

ADOPTED MAY 10, 1854.  
AMENDED MARCH 5, 1855.

**SECTION I.**

**ELECTION OF MEMBERS.**

**ART. 1.** The persons named in the act of incorporation, together with the petitioners for the same, at their first meeting or any adjournment thereof, may elect, by a majority of their votes, any citizen of the Commonwealth transacting business in Boston, an Associate Member of the Board; and each person so elected shall have equal rights and powers with the original members.

**ART. 2.** From and after the dissolution of such first meeting and any adjournment thereof, Associate Members shall be elected only at meetings of the government; and no person shall be eligible to membership who is not proposed for election by some actual member, by written notice to the President or Secretary; or shall be admitted if five or more negatives are given against him; or continue a member, if not resident in the city of Boston, or regularly transacting business there.

**SECTION II.**

**ELECTION OF OFFICERS.**

**ART. 1.** The officers of the Boston Board of Trade shall consist of a President, three Vice Presidents, a Secretary, a Treasurer, twenty-four Directors, and the members of the Standing Committees hereinafter established, (*ex officio*;) who together shall constitute the Government of the Board; and any nine of them shall constitute a quorum for the transaction of business.

**ART. 2.** The Government shall have power to hold meetings at such times and places as they may think proper; to associate with committees on particular subjects, any member or members of the whole Board, with full powers to act on that Committee as though members of the Government; to appropriate the funds of the Board; to print and circulate documents; to publish articles in the newspapers; to open correspondence with other similar associations; to employ agents; to appoint auditors; and to devise and carry into execution such other measures as they may deem proper and expedient to promote the objects of the Board.

ART. 3. The first officers or the Board, except the Secretary, shall be chosen by the original members, and such Associate Members as they may have elected at their first meeting or an adjournment thereof; and a majority of the members present shall be requisite to constitute a choice.

ART. 4. After the first choice of officers, they shall be elected, with the exception of the Secretary, by ballot, annually, on the third Wednesday in January, at such place as the government may appoint; and they shall continue in office for the term of one year, or until their successors are elected and qualified to take their places. No person shall be eligible for the office of President, Vice President or Treasurer, for more than two years in succession, unless by the unanimous vote of the Board.

ART. 5. The Secretary shall be chosen by the Government, and his salary fixed by the same.

### SECTION III.

#### MEETINGS OF THE BOARD.

ART. 1. There shall be an annual meeting of the Board, for the choice of officers and the transaction of other business, on the third Wednesday in January, at such place as the Government may appoint, and notice of such meeting, signed by the Secretary, shall be published in two or more Boston daily newspapers, at least five days before the time fixed for the meeting, and such other notice given as the Government may direct.

ART. 2. Meetings may be called at any time by the Government, or upon the written application of ten members to the Secretary, notice thereof to be published as for the annual meetings. It shall require twenty members present at any meeting to form a quorum, and in case of there not being a quorum, the meeting may be adjourned by the presiding officer.

### SECTION IV.

#### DUTIES OF OFFICERS.

ART. 1. It shall be the duty of the President, or, in his absence, of one of the Vice Presidents, in the order of seniority, to preside at all meetings of the Board and of the Government; and the President shall audit and sign the annual accounts of the Treasurer.

ART. 2. The Treasurer shall keep an account of all moneys received and expended for the use of the Board, and shall make disbursements only upon vouchers approved in writing by the Secretary and any member of the Committee on Finance. His account shall be produced for the inspection of members at every annual meeting, having been previously audited and signed by the President. When his term of office expires, he shall deliver over to his successor all books, moneys and other property; or in the absence of the Treasurer elect, the same shall be delivered to the President.

ART. 3. It shall be the duty of the Secretary to give notice of and attend all meetings of the Board and of the Government, and to keep a record of

their doings; to conduct all correspondence and carry into execution all orders, votes and resolves not otherwise committed; to keep a list of the members of the Association, collect the assessments and pay them over to the Treasurer; to notify officers and members of the Board of their election; to notify members of their appointment on Committees, furnish the Chairman of each Committee with a copy of the vote under which the Committee is appointed, and at his request, give notice of the meetings of the Committee; to give notice of, and attend meetings, and keep a record of the doings, of the Standing Committee of Inquiry into Causes of Shipwreck; to give notice to the Committees of Arbitration and Appeal when their services are required, attend their sittings, record their decisions, render a copy of their verdicts to the parties in the case, collect the fees of arbitration and pay them over to the Treasurer; and generally, to devote his time to the prosecution of such pursuits as he shall deem most conducive to the objects for which the Board was created.

It shall also be his duty to purchase, for account of the Board, such necessary books of record and account, and other articles as shall seem to him advisable, to carry into effect the provisions of the by-laws, orders and resolutions of the Board or of the Government; and also such necessary furniture, fuel, lights, stationery, blanks, circulars, books, maps, charts, papers, &c., as may from time to time be required for the use of his office, or of Committees of the Board or of the Government; and to engage such assistance therein as may be requisite, under direction of the Committee of Finance.

In the absence of the Secretary, the President shall appoint one of the members to officiate in his place for the time being.

## SECTION V.

### ASSESSMENTS.

ART. 1. Each person admitted as a member of the Board shall pay to the Secretary the sum of five dollars as an admission fee.

ART. 2. Every member shall pay in advance an annual assessment of five dollars to the Secretary, in addition to the admission fee; and upon the refusal or failure by any member to pay these assessments, his name shall be presented to the Government, and upon their vote be struck from the list of members.

## SECTION VI.

### STANDING COMMITTEES.

ART. 1. There shall be a Standing Committee for determining such mercantile disputes as may be submitted to it, to be styled the Committee of Arbitration. This Committee shall consist of five members, of whom one shall be elected by ballot at each annual meeting of the Board, to serve as Chairman for the year ensuing.

ART. 2. There shall also be a Standing Committee, to be styled the Committee of Appeal, to which an appeal may be made from the decision of the Committee of Arbitration, under such regulations as the Board may at

any time adopt. The Committee of Appeal shall consist of the President of the Board, who shall be Chairman, and four other members. The Secretary of the Board shall serve as the stated Clerk of the Committees of Arbitration and Appeals. A majority of each Committee shall constitute a quorum. Each Committee shall keep minutes of its proceedings and decisions, which shall be open to the inspection of members of the Board.

ART. 3. The Committee of Arbitration shall meet when called by order of the President; and all parties having mercantile disputes to be referred to the Committee, shall make statements of their points at issue in writing, directed to the Chairman and enclosed to the Secretary. Each party shall have the right of producing witnesses, under the regulation and direction of the Committee. In all cases, each party shall pay such fee as the Committee may deem reasonable. In the absence of the Chairman, the Committee may elect a Chairman, *pro tem*.

ART. 4. No decision of the Committee of Arbitration shall be appealed from in any case in which the amount involved does not exceed one hundred dollars; nor in any case which has been unanimously decided by the whole Committee, unless the amount exceed five hundred dollars. In all other cases, an appeal may be made by either party, provided a notice of such appeal be served upon the Chairman of the Committee of Arbitration, within ten days of the delivery of the decision of the Committee to the parties interested. These conditions being complied with, the Chairman of the Committee of Arbitration shall deliver the documents pertaining to the case, together with a copy of the proceedings of the Committee, to the Secretary of the Board, whose duty it shall be thereupon to call a meeting of the Committee of Appeal.

ART. 5. There shall be a Standing Committee of Finance, consisting of three members of the Board, who shall have the general superintendence of all matters of finance connected with the Board; and one or other of the members of the same shall give his written approval to all vouchers of expenditure ordered by the Board or the Government, in order to their payment by the Treasurer.

ART. 6. There shall be a Standing Committee of Inquiry into the Causes of Shipwrecks, consisting of five members of the Board, whose duty it shall be to ascertain, and as far as practicable, place on record, an account of the causes of all serious accidents, which may happen to vessels belonging to, or insured in Boston, or the cargoes of which may be insured here.

## SECTION VII.

### ALTERATION OR EMENDATION.

ART. 1. These by-laws may be amended or repealed by a vote of two-thirds of the members present at any meeting of the Board, provided notice of such proposed amendment shall have been presented in writing at a previous meeting.

# BOSTON BOARD OF TRADE.

GOVERNMENT, 1858.

PRESIDENT,  
GEORGE B. UPTON.

VICE PRESIDENTS,  
THOMAS ASPINWALL, EDWARD S. TOBEY,  
ALEXANDER H. RICE.

## STANDING COMMITTEES.

*Of Appeals,*  
Nathan Carruth,  
Joseph Whitney,  
Zelotes Hosmer,  
James W. Paige,

*Of Arbitration,*  
William B. Reynolds,  
C. O. Whitmore,  
James C. Converse,  
Benjamin F. Bates,

William Ropes.

*On Finance,*  
George C. Richardson,  
Charles G. Nazro.

Nathaniel Harris,

*On Inquiry into Causes of Shipwreck.*  
Robert B. Forbes,  
Samuel T. Dana,  
Charles J. Morrill,  
Caleb Curtis,

William B. Bacon.

## DIRECTORS,

Levi Bartlett,  
Isaac C. Bates,  
James M. Beebe,  
William Blake,  
Charles Bockus,  
Peter Butler,  
Benjamin Callender,  
William J. Cutler,  
Charles Deane,  
Samuel Frothingham, Jr.  
Samuel H. Gookin,  
Andrew T. Hall,

H. K. Horton,  
Frederick Jones,  
George Livermore,  
Otis Norcross,  
William Perkins,  
Thomas W. Peirce,  
Avery Plumer, Jr.  
Eben C. Stanwood,  
William B. Spooner,  
Isaac Thacher,  
J. J. Whiting,  
Henry V. Ward.

LORENZO SABINE, SEC'Y.

JAMES H. BEAL, TREAS.

# BOSTON BOARD OF TRADE.

## LIST OF MEMBERS, 1858.

The number of Members at the Annual Meeting, January 20, 1858, was nine hundred and two. This list shows the number, at the time of completing this Report for the press, May 1.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Abbott, Jere,	L. Bullard & Co.	51 Kilby st.	Iron & Steel Dealers.
Adams, Charles, Jr.	T. & E. Batcheller & Co.	65 Pearl st.	Shoe & Leather Deal's.
Adams, Charles F.	C. P. Adams & Co.	29 Commercial st.	Produce Com. Merch'ts.
Adams, James,	James Adams,	Charlestown,	Hardware Dealer.
Allen, Ephraim,	E. Allen & Co.	89 Milk st.	Woollen Goods Jobb's.
Allen, Frederick D.	Allen, Whiting, Lane & W.	28 Federal st.	Dry Goods Jobbers.
Allen, Stephen G.	Stephen G. Allen,	81 Central st.	Iron & Steel Merchant.
Allen, William H.	Allen & Webber,	12 Canal st.	Furniture Dealers.
Alley, John B.	John B. Alley & Co.	168 Congress st.	Shoe & Leather Deal's.
Almy, Frederick,	Almy, Patterson & Co.	115 Milk st.	Dry Goods Com. Mer.
Almy, William,	Almy, Patterson & Co.	115 Milk st.	Dry Goods Com. Mer.
Ames, Oakes,	O. Ames & Sons,	North Easton,	Shovel, &c., Manufac.
Amory, Charles,	Manchester Print Works,	10 Devonshire st.	Treasurer.
Amory, James S.	Nashua & Jackson Man. Co.	10 Devonshire st.	Treasurer.
Amory, William,	Amoskeag Company,	10 Devonshire st.	Treasurer.
Anderson, John,	Anderson, Sargent & Co.	94 Federal st.	Dry Goods.
Andros, R. S. S.	Custom-House.	Foot of State st.	Deputy Collector.
Appleton, William.	William Appleton & Co.	35 Lewis wharf,	Merchants.
Appleton, Samuel A.	James W. Paige & Co.	141 Milk st.	Dom. Goods Com. Mer.
Armington, Hor. E.	H. E. Armington,	52 School st.	Merchant Tailor.
Aspinwall, Thomas,	Thomas Aspinwall,	5 Allston st.	Merchant.
Atherton, Samuel,	Atherton, Stetson & Co.	34 Pearl st.	Shoe & Leather Deal's.
Atherton, William,	Atherton, Stetson & Co.	34 Pearl st.	Shoe & Leather Deal's.
Atkins, Elisha,	Elisha Atkins,	26 India wharf,	Merchant.
Attwood, Gilbert,	Gilbert Attwood,	6 Merchants Ex.	Stock Broker.
Austin, Samuel,	Samuel Austin,	34 India Wharf,	Merchant.
Ayling, Henry A.	Henry A. Ayling,	92 Water st.	Iron Com. Merchant.
Babcock, Charles A.	A. & A. Lawrence & Co.	82 Milk st.	Dom. Goods Com. Mer.
Babeon, William,	William Babeon,	33 Lewis wharf,	Com. Mer.
Bachi, Ignatius C.	Carruth & Bachi,	26 Broad st.	Linseed Oil Dealers.
Bacon, George,	Pierce & Bacon,	16 Custom-House st.	Wholesale Grocers.
Bacon, Levi,	Williams & Bacon,	7 Blackstone st.	Tanners & Leath. D'l's.
Bacon, William B.	D. G. & W. B. Bacon,	10 Devonshire st.	Merchants.
Bailey, Jos. C.	Bailey & Brownell,	69 Commercial st.	Commission Merchants.
Baker, D. C.	Baker & Brother,	Lynn,	Shoe Manufacturers.
Baker, Ezra H.	Baker & Morrill,	81 Commercial st.	Commission Mer.
Baker, George,	Blanchard, Sherman & Co.	130 Commercial st.	Commission Mer.
Baker, Richard, Jr.	William F. Weld & Co.	42 Central Wharf,	Merchants.
Baldwin, Edward,	Dutton, Baldwin & M.	102 Milk st.	Dry Goods Com. Mer.
Ballard, Albert,	Albert Ballard,	73 Long Wharf,	Merchant.
Ballard, Joseph,	Ballard & Prince,	7 Bromfield st.	Carpet Dealers.
Ballister, Jos. F.	Tenney & Ballister,	89 Kilby st.	Dry Goods.
Bangs, Benjamin,	Benjamin Bangs,	89 Lewis wharf,	Merchant.
Banker, George W.	Banker & Carpenter,	107 State st.	Paints, &c., Merchants.
Barnard, George M.	George M. Barnard,	41 Commercial whf.	Merchant.
Barnard, J. M.	J. M. Barnard & Co.	18 Chatham st.	Distillers.
Barry, M. Ocott,	Barry & Brothers,	21 Pearl st.	Dry Goods Imp. & Job.
Bartlett, Homer,	Massachusetts Cotton Mills,	71 Milk st.	Treasurer.
Bartlett, Levi,	L. Bartlett & Co.	2 Long wharf,	W. I. Goods Merchants.
Bartlett, S. P.	S. P. Bartlett,	90 Federal st.	Dry Goods Dealer.
Basett, George W.	Basett & Pierce,	40 Broad st.	Crockery Dealers.
Batchelder, Samuel,	York Manufacturing Co.	10 Devonshire st.	Treasurer.
Batchelder, Alfred H.	T. & E. Batcheller,	65 Pearl street,	Shoe & Leather Deal's.
Batcheller, Hervey J.	T. & E. Batcheller,	65 Pearl street,	Shoe & Leather Deal's.
Batcheller, Tyler,	T. & E. Batcheller,	65 Pearl street,	Shoe & Leather Deal's.
Bates, Benjamin E.	Bates Manufacturing Co.	40 State street.	Treasurer.



NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Bates, Isaac C.	Boston Inland Mn. Ins. Co.	2 Merchants Ex.	President.
Baxter, John A.	Baldwin, Baxter & Curry,	57 Milk st.	Importers of Woollens.
Beal, Alexander,	Beal & Hooper,	8 Holmes Block,	Furniture Dealers.
Beal, James H.	Granite Bank,	61 State st.	President.
Beebe, James M.	James M. Beebe & Co.	35 Kilby st.	Dry Goods Imp. & Job.
Bennett, S. P.	Bennett, White & Co.	Quincy Hall,	Clothing Dealers.
Benzon, Edm. L. S.	Naylor & Co.	80 State st.	Iron and Steel Merch'ts.
Bigelow, Alanson,	Bigelow, Bros. & Kennard,	121 Washington st.	Jewellers.
Bigelow, Erastus B.	E. B. Bigelow,	10 Devonshire st.	Merchant.
Bigelow, Horatio,	Copper Falls Mining Co.	10 Devonshire st.	Treasurer.
Bigelow, H. D. P.	Bigelow & Knight,	75 Pearl st.	Shoe & Leather Deal's.
Bigelow, John W.	John W. Bigelow,	24 Water st.	Merchant.
Billings, George,	George Billings,	26 Commercial whf.	Ship Stores.
Bird, A. Sigourney,	J. A. & W. Bird & Co.	53 Chatham st.	Wholesale Druggists.
Blackburn, George,	George Blackburn & Co.	55 Milk st.	Dom. Goods Com. Mer.
Blackburn, George A.	George Blackburn & Co.	55 Milk st.	Dom. Goods Com. Mer.
Blake, Charles,	Blake, Ware & Co.	59 Brattle st.	Furniture Dealers.
Blake, James G.	James G. Blake,	12 Cornhill,	Furniture Dealers.
Blake, Samuel, Jr.	Samuel Blake, Jr.	55 Pearl st.	Shoe & Leather Dealer.
Blake, William,	Blakes, Kinsley & Co.	24 Water st.	Dry Goods Imp. & Job.
Blanchard, Alfred,	Blanchard, Sherman & Co.	130 Commercial st.	Commission Merchants.
Blanchard, Henry,	H. Blanchard & Co.	170 Commercial st.	Commission Merchants.
Blanchard, John A.	John A. Blanchard,	88 Pearl st.	Merchant.
Blanchard, Leonard,	Blanchards & Gross,	92 Pearl st.	Shoe & Leather Deal's.
Blanchard, William,	William Blanchard,	10 Lewis whf.	Commission Merchant.
Blodget, Henry J.	Blodget, Brown & Co.	80 Pearl st.	Hardware Dealers.
Boardman, B. G., Jr.	B. G. Boardman, Jr.	35 Shoe & Leath. st.	Hides and Leather.
Bockus, Charles,	Bockus, Mallory & Co.	27 Commercial whf.	Commission Merchants.
Bogman, G. E.	Bogman & Kimball,	7 Dock Square,	Hardware Merchants.
Bond, George,	George Wm. Bond & Co.	127 Milk st.	Wool Dealers.
Bond, George W.	George Wm. Bond & Co.	127 Milk st.	Wool Brokers.
Bond, Henry,	Henry Bond,	15 Blackstone st.	Hides and Leather.
Bond, Joseph C.	William Bond & Sons,	17 Congress st.	Watches & Chronom's
Bond, Richard F.	William Bond & Sons,	17 Congress st.	Watches & Chronom's.
Bond, Timothy D.	Timothy D. Bond,	62 Portland st.	Mauufac. of Crackers.
Boott, Kirk,	Kirk Boott,	126 Milk st.	Dye Stuffs Merchant.
Botume, John, Jr.	Hart, Baldwin & Botume,	1 City whf.	Provision Dealers.
Bowker, Lovett H.	Bowker & Phipps,	126 Pearl st.	Boots and Shoes.
Boyd, Francis,	Francis Boyd,	16 Central whf.	Commission Merchant.
Boynton, Edmund,	Edmund Boynton,	14 State st. Block,	Merchant.
Boynton, Morris B.	Utley, Boynton & Pickett,	53 Commercial st.	Provision Dealers.
Boynton, Nehemiah,	Nehemiah Boynton & Co.	134 Commercial st.	Commission Merchants.
Boynton, William H.	Wm. H. Boynton,	27 Lewis whf.	Commission Merchant.
Bradford, William B.	William B. Bradford,	34 Doane st.	Merchandise Broker.
Bramhall, William,	William Bramhall,	40 State st.	Merchant.
Brett, William F.	William F. Brett & Brother,	215 Federal st.	Dry Goods Jobbers.
Brett, Zenas F.	William F. Brett & Brother,	215 Federal st.	Dry Goods Jobbers.
Brewer, Charles,	Charles Brewer,	25 Commercial whf.	Merchant.
Brewer, Gardner,	Gardner Brewer & Co.	57 Federal st.	Dom. Goods Com. Mer.
Brewer, William A.	S. N. & W. A. Brewer,	92 Washington st.	Druggists.
Brigham, E. D.	E. D. Brigham & Co.	1 Long whf.	Merchants.
Brigham, J. B.	Joseph B. Brigham & Co.	2 Commerce st.	Commission Merchants.
Brigham, Joseph L.	E. D. Brigham & Co.	1 Long whf.	Merchants.
Brooks, Charles,	Charles Brooks & Co.	6 Dock Square,	Hardware Merchants.
Brooks, George,	Brooks & Meeuen,	1 Blackstone st.	Leather and Findings.
Brooks, Henry C.	H. C. Brooks & Co.	88 Commercial whf.	W. I. Goods Merch'ts.
Brown, Benjamin F.	Brown & Knapp,	49 India st.	Druggists.
Brown, Charles S.	Charles S. Brown & Co.	28 India whf.	Commission Merchants.
Brown, Nathaniel,	F. Peirce & Co.	North c. Richmond,	Chair Dealers.
Brown, Vernon,	Vernon Brown & Son,	5 Merchants Ex.	Ship Brokers.
Brown, Vernon H.	Vernon Brown & Son,	5 Merchants Ex.	Ship Brokers.
Browne, George H.	White, Browne, Davis & Co.	169 Congress st.	Dry Goods.
Bryant, Charles W.	Keen, Reed & Bryant,	76 Pearl st.	Importers of Leather.
Bryant, Seth,	Seth Bryant,	76 Pearl st.	Shoe Dealer.
Buckley, Joseph,	Buckley & Bancroft,	Worcester Depot,	Furniture Dealers.
Bullard, Lewis,	L. Bullard & Co.	51 Kilby st.	Iron and Steel Merch'ts.
Burgess, Benj. F.	Benjamin F. Burgess,	38 India whf.	Commission Merchant.
Burke, Russell W.	Speare, Burke & Co.	8 Central whf.	Commission Merchants.
Burnett, Joseph,	Joseph Burnett & Co.	27 Central st.	Chemists.
Burnham, John A.	John A. Burnham,	24 Tremont Row,	Cotton Agent.
Burr, Charles C.	Burr, Brothers & Co.	43 Milk st.	Gloves, Trimmings, &c.
Burr, Fearing, Jr.	M. F. Burr,	23 Broad st.	Agricultural Store.
Burr, Isaac T.	Burr, Brothers & Co.	43 Milk st.	Gloves, Trimmings, &c.
Burr, Matthew H.	M. F. Burr,	23 Broad st.	Agricultural Store.
Burrage, Alvah A.	Hill, Burrage & Co.	66 Milk st.	Woolen Goods Jobb's.
Burrage, Johnson C.	James M. Beebe & Co.	35 Kilby st.	Dry Goods Imp. & Job.

# LIST OF MEMBERS.

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NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Burrage, Joseph,	Burrage & Henry,	185 Pearl st.	Shoe & Leather Deal's.
Burrage, William,	Burrage & Blake,	103 Pearl st.	Shoe & Leather Deal's.
Bush, Frederick T.	Bush & Comstock,	10 Devonshire st.	Merchants.
Bush, James P.	Bush & Wildes,	20 India wharf,	Commission Merchants.
Butler, Peter,	Butler, Keith & Co.	118 Milk st.	Hardware Dealers.
Butman, Francis C.	Francis C. Butman,	130 Commercial st.	Commission Merchant.
Butterfield, A. B.	A. B. Butterfield & Co.	37 Commercial st.	Produce Dealers.
Cabot, Edward,	Edward Cabot & Co.	22 Mer. Exchange,	Ship Brokers.
Caldwell, Thomas G.	S. B. Pierce, Sons & Co.	51 Broad st.	Crockery Ware Deal's.
Callender, Benjamin,	Callender, Flint & Co.	165 Congress st.	Hardware Dealers.
Callender, George,	George Callender & Co.	43 Central whf.	Commission Merchants.
Callender, Henry,	Henry Callender & Co.	85 Broad st.	W. I. Goods Merchants.
Campbell, Benj. F.	Campbell & Harwood,	79 Pearl st.	Shoes and Leather.
Candler, John W.	John W. Candler,	14 State st. Block,	W. I. Goods Dealer.
Carpenter, George O.	Banker & Carpenter,	107 State st.	Paints, Glass, &c.
Carruth, Charles,	Carruth & Sweetser,	25 Broad st.	Commission Merchants.
Carruth, Nathan,	Carruth & Sweetser,	25 Broad st.	Commission Merchants.
Carter, Samuel,	Samuel Carter,	72 Kilby st.	Hardware Dealer.
Carter, Solomon,	Carter, Colcord & Preston,	35 Hanover st.	Druggists.
Cartwright Chas. W.	New England Glass Co.	69 State st.	President.
Caswell, Lemuel E.	Comer, Caswell & Co.	52 Union st.	Crockery & Pap. Hang.
Chadwick, C. C.	Read, Chadwick & Dexter,	29 Milk st.	Dom. Goods Com. Mer.
Chandler, John,	Chandler & Co.	6 Summer st.	Dry Goods Imp. & Ret.
Chapin, Mason J.	Mayo & Chapin,	180 Commercial st.	Wholesale Grocers.
Chapman, Nath'l G.	Fishers & Chapin,	19 South Market st.	Provision Dealers.
Chapman, A. P.	A. P. Chapman,	.....	Dry Goods Jobber.
Chapman, Edward,	Geo. H. Chapman, Jr., & Co.	43 Kilby st.	Fancy Goods Dealers.
Chapman, G. H., Jr.	Geo. H. Chapman, Jr., & Co.	43 Kilby st.	Fancy Goods Dealers.
Chase, Ezekiah S.	Chase, McKimney & Co.	46 Water st.	Importers Shoe Find's.
Chase, Ira H., Jr.	Chase Brothers,	383 Washington st.	Iron Fence Manufact's.
Childs, Nath'l B.	Childs, Harmon & Knight,	140 Pearl st.	Shoe & Leather Deal's.
Chilson, Gardner,	Chilson, Gould & Co.	90 Blackstone st.	Furnace Range Manuf.
Choate, Charles,	Choate & Cummings,	100 Congress st.	Shoe & Leather Deal's.
Clafin, Henry,	Clafin, Saville & Co.	8 South Market st.	Grocers.
Clafin, William,	William Clafin & Co.	172 Congress st.	Shoe & Leather Deal's.
Clapp, Frederic,	D. Cummings & Co.	42 South Market st.	Wooden Ware.
Clark, B. C.	B. C. Clark & Co.	63 Commercial wf.	Merchants.
Clark, James W.	Clark, Newell & Co.	144 Congress st.	Commission Merchants.
Clark, John T.	Clark & Andrews,	250 Congress st.	Crockery Dealers.
Clark, Leister M.	Leister M. Clark,	22 Congress st.	Merchant.
Clark, William R.	Clark, Jones & Co.	222 Broad st.	West India Goods.
Clarke, Henry W.	Henry W. Clarke,	Woburn,	Hardware Dealer.
Clement, J. S.	Clement, Salisbury & Co.	109 Milk st.	Dry Goods Jobbers.
Codman, Edward,	Edward Codman & Co.	95 State st.	Wine Merchants.
Coffin, Charles F.	Charles F. Coffin,	Lynn,	Shoe Manufacturer.
Coffin, William E.	William E. Coffin & Co.	105 State st.	Iron Factors.
Colby, Gardner,	G. Colby & Co.	16 Milk st.	W'o'n Goods Com. Mer.
Cole, Benjamin E.	Comstock, Cole & Co.	91 Pearl st.	Shoe & Leather Deal's.
Collamore, John, Jr.	J. Collamore, Jr., & Co.	190 Washington st.	Crockery Dealers.
Comins, Linus B.	L. B. Comins & Co.	22 Dock Square,	Patent Leather Deal's.
Comstock, W. O.	Bush & Comstock,	10 Devonshire st.	Merchants.
Converse, Edm'd W.	Converse, Harding & Co.	83 Pearl st.	Dry Goods Imp. & Job.
Converse, James C.	Converse, Harding & Co.	83 Pearl st.	Dry Goods Imp. & Job.
Converse, James W.	Field, Converse & Co.	88 North st.	Hides and Leather.
Cook, William T.	Greenough, Cook & Co.	50 Congress st.	Fur Dealers.
Corey, Barney,	John D. & M. Williams,	4 State st. Block,	Wine Merchants.
Cormerais, Henry,	G. D. Jarves & Cormerais,	51 Federal st.	Glass Dealers.
Cox, Charles M.	C. & M. Cox,	42 Pearl st.	Shoe & Leather Deal's.
Crane, Samuel D.	Samuel D. Crane & Co.	53 India whf.	Merchants.
Crocker, Henry H.	Crocker & Sturgis,	80 State st.	Merchants.
Crocker, William A.	Crocker & Co.	Taunton,	Iron Manufacturers.
Cristy, Wm. C., Jr.	Brigham, Jones & Co.	28 Long whf.	Grocers.
Crossman, George D.	George D. Crossman,	81 Federal st.	Clerk.
Crowell, Nathan,	Howes & Crowell,	97 Commercial st.	Commission Merchants.
Crowninshield, F. B.	Merrimac Manuf. Co.	5 Tremont st.	Treasurer.
Cummings, John, Jr.	Choate & Cummings,	180 Congress st.	Shoe & Leather Deal's.
Cunningham, Fred.	Dabney & Cunningham,	67 Commercial wf.	Merchants.
Cunningham, J. A.	Cunningham Brothers,	10 Devonshire st.	Merchants.
Curtis, Abner,	Abner Curtis,	51 Pearl st.	Shoe & Leather Dealer.
Curtis, Caleb,	Neptune Insurance Co.	64 State st.	President.
Curtis, Daniel S.	Brown, Brothers & Co.	63 State st.	Agents.
Curtis, Francis,	Curtis & Peabody,	40 India whf.	Merchants.
Curtis, Joseph H.	Curtis & Co.	104 Fan'l Hall Mkt.	Provision Dealers.
Curtis, Thomas B.	Brown, Brothers & Co.	63 State st.	Agents.
Cutler, Abraham L.	A. L. Cutler,	43 India st.	Drugs, Paints, &c.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Cutler, E. Waldo,	Reed, Cutler & Co.	83 India st.	Druggists.
Cutler, William J.	Reed, Cutler & Co.	38 India st.	Druggists.
Cutler, Benjamin F.	Holden, Cutler & Co.	32 Federal st.	Fancy Goods Dealers.
Cutler, C. S.	Jas. M. Beebe & Co.	35 Kilby st.	Dry Goods Imp. & Job.
Dagget, Henry L.	Henry L. Daggett,	101 Pearl st.	Boot & Shoe Findings.
Dale, Eben	Johnson, Sewall & Co.	133 Milk st.	Dom. Goods Com. Mer.
Dale, Theron J.	Johnson, Sewall & Co.	138 Milk st.	Dom. Goods Com. Mer.
Dalton, Henry L.	Dalton & Ingersoll,	19 Union st.	Hardware Dealers.
Damon, Samuel G.	S. G. Damon & Co.	53 Hanover st.	Boot & Shoe Dealers.
Dana, Luther,	Dana, Farrar & Hyde,	83 Broad St.	W. I. Goods Merchants.
Dana, Samuel T.	Dane, Dana & Co.	12 South Market st.	Teas. &c., Merchants.
Dane, Joseph F.	Jos. F. Dane & Co.	116 Pearl St.	Shoe & Leather Deal's.
Darling, Cassius,	Cassius Darling,	28 Hancock st.	Merchant.
Davis, Adolphus,	Adolphus Davis,	13 Central whf.	Merchant.
Davis, Barnabas,	Horace Scudder & Co.	Mercantile whf.	Merchants.
Davis, George F.	George F. Davis,	B. & M. Depot.	Carpet Dealer.
Davis, G. N.	Geo. N. Davis & Brother,	146 Congress st.	Commission Merchants.
Davis, John,	Mass. Linen Company,	10 Central st.	Agent.
Davis, William H.	William H. Davis,	87 Broad st.	Pickles, &c., Manuf'r.
Davidson, D. Franc's,	D. F. Davidson,	83 Lewis whf.	Merchant.
Day, Albert,	Day, Frost & Kimball.	145 Congress st.	Commission Merchants.
Day, Nathan,	Converse, Harding & Co.	83 Pearl st.	Dry Goods Dealers.
Deane, Charles,	Richardson, Deane & Co.	27 Federal st.	Dom. Goods Com. Mer.
Deane, George H.	Mass. Linen Company,	10 Central st.	Treasurer.
Dennis, S. James,	S. James Dennis,	81 Central st.	Iron & Steel Merchant.
Denny, Daniel	Denny, Rice & Co.	90 Milk st.	Dom. Goods Com. Mer.
Denny, George P.	Denny, Rice & Co.	90 Milk st.	Am. Goods Com. Mer.
D'Wolf, John L.	John L. D'Wolf,	15 India st.	Merchant Broker.
Dewson, Edward H.	Williams & Dewson,	258 Congress st.	Shoe & Leather Deal's.
Dexter, F. Gordon,	William Appleton & Co.	85 Lewis whf.	Merchants.
Dexter, George S.	King, Dexter & Co.	26 India st.	Druggists.
Dimick, Jacob C.	Cochrane, Kimball & Dimick,	70 Pearl st.	Shoe & Leather Deal's.
Dixwell, John J.	Massachusetts Bank,	66 State st.	President.
Doane, Edmund N.	Edmund N. Doane,	Somerville,	Ship Master.
Dobson, Isaac F.	Isaac F. Dobson,	55 State st.	Insurance Agent.
Douglas, Alfred Jr.	Alfred Douglas, Jr.	15 Congress st.	Imp. Foreign Wares.
Dow, Stephen,	A. Thompson & Co.	61 Hanover st.	Leather Dealers.
Downer, Samuel,	Samuel Downer,	100 State st.	Oil and Candles.
Dresser, Jacob A.	Jacob A. Dresser,	38 Central whf.	Merchant.
Dunbar, William H.	William H. Dunbar,	105 Pearl st.	Shoe & Leather Dealer.
Dunn, Edward H.	Moseley, Dunn & Frye,	87 Shoe & Leath'r st.	Hides and Leather.
Durant, Henry,	Durant & Winslow,	9 Fulton st.	Leather Com. Merch'ts.
Dutton, George D.	D. Baldwin & Macomber,	102 Milk st.	Commission Merchants.
Dutton, Ormond,	Gregory, Tilton & Co.	81 Federal st.	Dry Goods Imp. & Job.
Dwight, Edmund,	Edmund Dwight,	56 Federal st.	Dom. Goods Com. Mer.
Dyer, Ezra C.	Ezra C. Dyer,	62 Kilby st.	Calcutta G'ds, &c., Mer.
Earle, Ethan,	Ethan Earle,	.....	Flour Dealer.
Eastman, C. J. F.	Eastman & Fellows,	89 Broad st.	Wholesale Grocers.
Eaton, Robert B.	Robert B. Eaton,	Woburn,	Druggist.
Edmands, B. F.	B. F. Edmands,	51 Bowdoin st.	Merchant.
Edmands, J. Wiley,	J. W. Edmands,	41 Kilby st.	Dom. Goods Com. Mer.
Edmands, Wm. O.	Joseph Burnett & Co.	27 Central st.	Flavoring Extracts.
Edmond, James,	James Edmond,	9 Battery March st.	Commission Merchant.
Edson, George,	S. G. Palmer & Co.	120 Pearl st.	Shoe & Leather Deal's.
Edwards, Jacob, Jr.	Edw'ds, Nichols & Richards,	28 Pearl st.	Dry Goods Jobbers.
Edwards, Oliver,	Edw's, Fernald & Kershaw,	Gore Block,	Safe Manufacturers,
Elder, W. H.	W. H. Elder,	57 Pearl st.	Merchant.
Eldredge, Edward H.	E. H. Eldredge & Co.	7 Federal st.	Dom. Goods Com. Mer.
Elliot, Samuel A.	Charles H. Mills & Co.	.....	Merchant.
Ellis, Jonathan,	Ellis & Newell,	85 India st.	Iron Merchants.
Emerson, Elijah C.	Coch'ne, Kimball & Dimick,	70 Pearl st.	Boot and Shoe Dealers
Emerson, Hiram,	Hiram Emerson,	.....	Boot and Shoe Dealer.
Emery, F. F.	F. Jones & Co.	102 Pearl st.	Shoes and Leather.
Emmons, John L.	Em'ns, Danforth & Scudder,	8 State st. Block,	W. I. Goods.
Endicott, Wm., Jr.	Charles F. Hovey & Co.	83 Summer st.	Dry Goods.
Eustis, William T.	William T. Eustis,	10 Devonshire st.	Merchant.
Everett, Richard B.	Charles Everett & Son,	131 Milk st.	Dry Goods.
Everett, Thomas B.	Everett & Hodgkinson,	38 India whf.	Merchants.
Farnsworth, Ezra,	Parker, Wilder & Co.	67 Federal st.	Dom. Goods Com. Mer.
Farrar, Abijah W.	Dana, Farrar & Hyde,	83 Broad st.	W. I. Goods Merchants.
Farrar, Alouzo,	Dana, Farrar & Hyde,	Broad, c. Batte'mh.	W. I. Goods.
Farrar, Daniel,	Farrar & Follett,	61 Blackstone st.	Metals Merchants.
Farrington, Eben. T.	Levi Bartlett & Co.	2 Long whf.	W. I. Goods.
Farwell, Abel G.	A. G. Farwell & Co.	8 Central whf.	Com. & Prod. Mer.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Faulkner, Charles.	Faulkner, Kimball & Co.	84 Milk st.	Com. Merchants.
Fay, Emery B.	Dexter Fay & Sons,	Pearl, c. Broad,	Grocers.
Fay, Frank B.	Fay & Co.	5 Commerce st.	Com. Merchants.
Fay, Harrison.	Harrison Fay,	15 Commercial st.	Provision Dealer.
Fearing, Albert.	Fearing, Thatcher & Co.	25 Commercial st.	Merchants.
Fearing, Henry L.	Henry L. Fearing & Co.	8 Long whf.	Ship Chandlers.
Fearing, James H.	Fearing & Whitney.	8 Federal st.	Whol. Clothing Deal'rs.
Fenno, J. Brooks.	Whitney, Fenno & Co.	15 Pearl st.	Dry Goods Importers.
Fessenden, Charles B.	Charles B. Fessenden,	184 State st.	Com. Merchant.
Fessenden, Sewall H.	Sewall H. Fessenden,	51 Federal st.	Clerk.
Field, Benjamin F.	B. F. Field & Co.	21 Tudor's building,	Merchants.
Fisher, Eben S.	Fisher & Co.	28 Central wharf,	Commission Merchants.
Fisher, Francis.	Fisher & Co.	28 Central wharf,	Commission Merchants.
Fisher, Francis K.	Fisher & Co.	28 Central wharf,	Commission Merchants.
Fisher, Jabez.	Fishers & Chapin,	19 South Market st.	Provision Dealers.
Fisher, James T.	Fishers & Chapin,	19 South Market st.	Provision Dealers.
Fiske, George A.	Loring, Fiske & Co.	58 Pearl st.	Hardware Dealers.
Fiske, J. N.	J. N. Fiske,	70 State st.	Stock & Ex. Broker.
Flanders, William M.	Pierce, Bro's & Flanders,	100 Milk st.	Dry Goods.
Flint, D. B.	Flint & Kent,	6 Central st.	Lumber Brokers.
Flint, James P.	Flint, Peabody & Co.	184 State st.	Commission Merchants.
Flint, Thomas.	Calender, Flint & Co.	168 Congress st.	Hardware Dealers.
Fogg, Francis A.	French, Fuller & Fogg,	16 Custom-House st.	Grocers.
Follett, Dexter H.	Farrar & Follet,	61 Blackstone st.	Metals Merchants.
Folsom, Charles E.	J. B. & C. E. Folsom & Co.	27 South Market st.	Paints and Oils.
Forbes, John M.	J. M. Forbes,	10 Devonshire st.	Merchant.
Forbes, Robert B.	R. B. Forbes,	10 Devonshire st.	Merchant.
Forness, E.	Edward Forness & Co.	51 Hanover st.	Shoe Dealers.
Foster, John.	Foster & Taylor,	22 Custom-House st.	Wines Im. & Com. Mt.
Foster, William H.	William H. Foster,	25 Central wharf,	Commission Merchant.
Fowle, John A.	John A. Fowle,	11 Foster's wharf,	Commission Merchant.
Fowler, M. Field.	M. Field Fowler & Co.	15 India wharf,	Commission Merchants.
Frazar, Amherst A.	A. A. Frazar & Co.	138 State st.	Commission Merchants.
French, Abram.	French, Wells & Co.	151 Milk st.	Crocery Dealers.
French, Edward A.	Edward A. French,	27 Milk st.	Clerk.
French, James.	James French,	78 Washington st.	Bookseller and Pub.
French, Samuel L.	French, Fuller & Fogg,	16 Custom-House st.	Grocers.
Freeman, William F.	William F. Freeman,	8 India st.	Dyestuffs.
Frost, Rufus S.	Day, Frost & Kimball,	145 Congress st.	Dry Goods.
Frothingham, S., Jr.	S. Frothingham, Jr., & Co.	138 Congress st.	Dom. Goods Com. Mer.
Frothingham, T.	S. Frothingham, Jr., & Co.	138 Congress st.	Dom. Goods Com. Mer.
Frye, Edward A.	Edward A. Frye,	153 Pearl st.	Hides and Leather.
Fuller, Henry A.	J. M. Barnard & Co.	18 Chatham st.	Distillers.
Gaffield, Thomas.	Thomas Gaffield,	House 54 Allen st.	Merchant.
Gager, Oliver A.	U. S. Pottery Co.	62 Broad st.	Agent.
Gage, Addison.	Gage, Sawyer & Co.	70 State st.	Ice Dealers.
Galloupe, C. W.	Whiting, Galloupe, Bliss & Co.	14 Federal st.	Wholesale Clothing D's.
Gardner, Francis.	Gardner & Thayer,	8 Liberty square,	Hardware Dealers.
Gardner, George.	George Gardner & Co.	9 Battery-march st.	Merchants.
Gardner, Henry J.	Gardner, Wolcott & Co.	46 State st.	Bankers.
Gardner, John.	John Gardner,	68 State st.	Merchant.
Gardner, Joseph P.	Gardner & Coolidge,	45 Commercial whf.	Commission Merchants.
Gay, Phineas E.	P. E. Gay & Co.	22 Fulton st.	Iron & Steel Merchants.
Gay, William B. S.	Gay, Boeson & Randall,	Summer, op. Arch st.	Dry Goods.
Gibbs, Nathan B.	Benjamin Burgess & Son,	88 India wharf,	Commission Merchants.
Gibson, Charles L.	Charles L. Gibson,	11 Chester st.	Merchant.
Gilbert, S. P.	Gilbert. Abbott & Co.	54 Federal st.	Grocers.
Gilmore, H. H.	Earle, Smith & Co.	149 Milk st.	Agent.
Gilmore, Sanford.	Gilmore & Cole,	69 Pearl st.	Shoe & Leather Deal'rs.
Gleason, Roswell.	Roswell Gleason & Sons,	Dorchester,	Britannia Ware Deal'rs.
Glidden, John A.	Glidden & Williams,	89 Lewis wharf,	Merchants.
Glidden, William T.	Glidden & Williams,	89 Lewis wharf,	Merchants.
Glover, Albert.	Joseph B. Glover & Co.	132 Milk st.	Commission Merchants.
Glover, Henry R.	Manning, Glover & Co.	49 North Market st.	Curled Hair & Feath'rs.
Glover, Joseph B.	Charles B. Glover & Co.	132 Milk st.	Commission Merchants.
Goddard, Thomas A.	Isaigi, Goddard & Co.	88 Central wharf,	Merchants.
Godfrey, Benjamin D.	Godfrey, Colburn & Co.	47 Hanover st.	Boots and Shoes.
Gookin, Samuel H.	Sweetser, Gookin & Swan,	21 Federal st.	Dry Goods Imp. & Job.
Gore, George P.	Ball, Brigham & Co.	88 Pearl st.	Shoe & Leather Deal'rs.
Gorham, James L.	J. Whitney & Co.	88 Pearl st.	Shoe & Leather Deal'rs.
Gould, Benjamin A.	Benjamin A. Gould,	20 Union wharf,	Merchant.
Gove, George G.	George G. Gove,	52 Elm st.	Leather Dealer.
Gove, John.	John Gove & Co.	Congress c. Chan'g's	Wholesale Clothing D's.
Grant, Moses.	George G. Gove,	133 Federal st.	Paper Dealers.
Grant, Patrick.	W. B. Reynolds & Co.	88 Commercial whf.	Commission Merchants

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Graupner, S. H.	S. H. Graupner,	Roxbury	Hardware Dealer.
Gray, George H.	G. H. Gray & Danforth,	235 Broad st.	Dom. Hardware D'l'rs.
Gray, Joseph H.	Converse, Harding & Co.	83 Pearl st.	Dry Goods Imp. & Job.
Gray, Thomas W.	Thomas Gray & Co.	17 India wharf,	Commission Merchants.
Greeley, Joseph,	Joseph Greeley,	16 Long wharf,	Merchant.
Greenough, James,	Greenough, Cook & Co.	50 Congress st.	Hat and Fur Dealers.
Greenough, Joseph F.	Joseph F. Greenough,	5 Long wharf,	Commission Merchant.
Greenough, William,	W. Greenough,	14 Merchants row,	Hardware Dealer.
Greenough, W. W.	Boston Gas Company,	8 West st.	Agent.
Gregory, F. E.	Gregory, Hilton & Richardson,	29 Federal st.	Dry Goods Imp. & Job.
Greig, George,	George Greig & Co.	22 Congress st.	Com. Mer. & Ship Ag'ts.
Griggs, David A.	Plumer & Co.	15 Commercial whf.	Flour.
Gross, Jazaniah,	Blanchards & Gross,	92 Pearl st.	Shoes.
Guild, Chester,	Chester Guild & Sons,	16 Blackstone st.	Leather Dealers.
Guild, Frederick,	Guild, White & Co.	89 Elm st.	Leather Dealers.
Guild, Henry,	Briggs, Guild & Co.	1 Commerce st.	W. I. Goods.
Habich, Edward,	Habich & Thackray,	65 Commercial st.	Commission Merchants.
Hale, Theodore P.	Theodore P. Hale,	69 Water st.	Dry Goods Jobber.
Hall, A. B.	Alfred B. Hall & Co.	1 Long wharf,	Brokers.
Hall, Andrew T.	Andrew T. Hall,	114 Milk st.	Merchant.
Hall, Charles B.	National Bank,	40 State st.	Cashier.
Hall, Francis A.	Horton, Hall & Co.	114 Milk st.	Hardware Merchants.
Hall, Jacob, Jr.	Jacob Hall, Jr.	5 Lewis wharf,	Commission Merchant.
Hall, John W.	John W. Hall,	58 Federal st.	Dry Goods Com. Mer.
Hall, Martin L.	M. L. Hall & Co.	2 Market square,	W. I. Goods Dealers.
Hallet, Henry S.	Henry S. Hallet,	19 India st.	Merchant.
Hamilton, Alonzo,	Turner, Wilson & Co.	59 Fedral st.	Dry Goods.
Harding, Edward, Jr.	Elisha D. Winslow & Co.	72 State street block,	W. I. Goods.
Harding, Samuel L.	Samuel L. Harding & Co.	100 Pearl st.	Palm-leaf Hat Dealers.
Harding, W. H.	Converse, Harding & Co.	88 Pearl st.	Dry Goods Imp. & Job.
Hardy, Alpheus,	Alpheus Hardy & Co.	8 State street block,	Commission Merchants.
Harnden, Sylvester,	Sylvester Harnden,	Reading,	Furniture Manufact'r.
Harrington, Chas. F.	Charles F. Harrington,	163 Pearl st.	Leather Dealer.
Harrington, L. B.	L. B. Harrington,	Salem,	Carrier.
Harris, Horatio,	H. Harris & Co.	13 India st.	Auction and Com. Mer.
Harris, Nathaniel,	Atlantic Bank,	8 Kilby st.	President.
Hart, John,	Boyd & Hart,	118 Pearl st.	Shoe & Leather Deal'rs.
Harvey, Peter,	Nourse, Mason & Co.	Quincy Hall,	Agricultural Wareh'ae.
Harwood, Daniel,	Campbell & Harwood,	79 Pearl st.	Shoe & Leather Deal'rs.
Hastings, Joseph S.	J. S. Hastings & Son,	25 Doane st.	Crockery Importers.
Hastings, T. Nelson,	Harvey Scudder & Co.	23 East Clinton st.	Commission Merchants.
Hatch, Samuel,	Samuel Hatch,	Congress, c. Water s.	Auctioneer.
Hathaway, E.	E. Hathaway,	14 Merchants' Ex.	Commission Merchant.
Haughton, James,	Haughton, Sawyer & Co.	26 Pearl st.	Dry Goods Imp. & Job.
Hawes, Joseph P.	Prince & J. P. Hawes,	22 Central whf.	Merchants.
Hawes, Prince,	Prince & J. P. Hawes,	22 Central whf.	Merchants.
Hayward, James,	James Hayward,	174 Tremont st.	Civil Engineer.
Hayward, John D.	Alex. Strong, Hayward & Co.	97 Pearl st.	Shoe & Leather Deal'rs.
Hazelton, J. E.	Doe, Hazelton & Co.	42 Cornhill,	Furniture Dealers.
Hazen, Thomas J.	Hazen & French,	62 Broad st.	Paints, Oils and Glass.
Heath, A. H.	A. H. Heath & Co.	14 Water st.	Dry Goods.
Heathfield, Thomas D.	Thomas D. Heathfield,	130 Commercial st.	Commission Merchant.
Hendee, Charles J.	Charles J. Hendee,	181 Washington st.	Merchant.
Henshaw, Samuel,	S. Henshaw & Sons,	4 Merchants Ex.	Exchange Brokers.
Hersey, C. W.	Hersey, Bailey & Co.	139 Pearl st.	Shoe & Leather Deal'rs.
Heywood, Charles,	Heywood Chair Manufac. Co.	113 Fulton st.	Agent.
Heywood, William,	William Heywood,	21 Commercial st.	Merchant.
Higbee, Lemuel,	Higbee & Foster,	76 North st.	Leather Dealers.
Higginson, George,	Lee, Higginson & Co.	40 State st.	Stock & Ex. Brokers.
Hill, Hamilton A.	H. A. Hill & Co.	69 Commercial st.	Commission Merchants.
Hill, James, Jr.	James Hill & Son,	Stoughton,	Boot Manufacturers.
Hill, Noble H.	Hill, Burrage & Co.	66 Milk st.	Woolen Imp. & Job.
Hill, William H.	William H. Hill & Co.	82 Cornhill,	Stationers.
Hirsch, Francis A.	Francis A. Hirsch,	13 Doane st..	Commission Merchant.
Hitchcock, John,	Potter, Hitchcock & Co.	95 Pearl st.	Shoe & Leather Deal'rs.
Hitchcock, Lem., Jr.	Henry Callender & Co.	85 Broad st.	Wholesale Grocers.
Hittinger, Jacob,	Jacob Hittinger,	Watertown,	Merchant.
Hilton, William,	Hilton & Gore,	89 Broad st.	Merchants.
Hobart, Aaron, Jr.	Aaron Hobart, Jr.	40 State st.	Merchant.
Hobart, Albert,	Hobart, White & Metcalf,	55 Water st.	Upholstery Goods.
Hodgkinson, Frank,	Everett & Hodgkinson,	33 India wharf,	Merchants.
Holmes, Philip B.	Holmes & Fletcher,	18 Canal st.	Furniture Dealers.
Horton, Henry K.	F. Skinner & Co.	91 Milk st.	Dom. Goods & C. Mer.
Horton, William H.	William H. Horton & Co.	58 Milk st.	Silk Goods.
Horton, William R.	William R. Horton,	11 Custom-House st.	Drug Broker.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Homer, Charles,	Homer & Sprague,	86 India wharf,	Merchants.
Homer, C. W.	Homers & Davis,	100 Federal st.	Hardware Dealers.
Homer, S. J. M.	Homers & Davis,	100 Federal st.	Hardware Dealers.
Homer, William F.	Homer, Caswell & Co.	52 Union st.	Croc. & Pap. Hanging.
Hood, George,	George Hood,	33 Kilby st.	Shoe & Leather Dealer.
Hooper, Henry N.	H. N. Hooper & Co.	58 Commercial st.	Copper Dealers.
Hooper, Samuel,	William Appleton & Co.	85 Lewis wharf,	Merchants.
Hooper, Zelotes,	Zelotes Hooper,	110 Milk st.	Hardware Dealer.
Houghton, W. S.	Fogg, Houghton & Co.	64 Pearl st.	Shoe & Leather D'l's.
Hovey, G. O.	J. C. Howe & Co.	26 Federal st.	Dom. Goods & C. Mer.
How, Isaac W.	W. A. Brown, Jr., & Co.	11 Pearl st.	Dry Goods Imp. & Job.
Howard, Edward,	Howard & Davis,	109 Washington st.	Clocks & Balance Mer.
Howe, George,	George Howe,	13 Exchange st.	Merchant.
Howe, John C.	Charles H. Badger & Co.	69 Blackstone st.	Paints and Drugs.
Howe, J. Murray,	James Murray Howe & Co.	28 State st.	Bankers and Brokers.
Howe, J. N.	New England Glass Co.	45 Battery-march st.	Agent.
Howe, Solomon H.	Howe, Pierce & Co.	63 Federal st.	Dry Goods.
Howes, Osborn,	Howes & Crowell,	95 Commercial st.	Commission Merchants.
Howland, Edwin,	Edwin Howland,	.....	Merchant.
Howland, Ichabod,	Otis Norcross & Co.	23 South Market st.	Crocery Dealers.
Hubbell, Peter,	Peter Hubbell,	Charlestown,	Brick Manufacturer.
Hulbert, Charles,	J. M. Beebe & Co.	85 Kilby st.	Dry Goods Imp. & Job.
Hull, E. B.	E. B. Hull & Co.	98 North st.	Hides & Leather D'l's.
Humphrey, William,	William Humphrey,	50 Commercial st.	Merchant.
Hunnewell, James,	James Hunnewell,	25 Commercial whf.	Merchant.
Hunnewell, Jos. W.	J. W. Hunnewell & Co.	8 Commercial whf.	Druggists.
Hunt, Moses,	M. Hunt & Co.	60 Blackstone st.	Leather and Mach. Mer.
Hunt, Thomas J.	Hunt & Lane,	141 Pearl st.	Boot and Shoe Dealers.
Hutchings, E. W.	Hutchings & March,	65 Milk st.	Commission Merchants.
Hutchins, E. C.	E. C. Hutchins,	6 South Market st.	W. I. Goods Dealer.
Hyde, George,	Dana, Farrar & Hyde,	83 Broad st.	W. I. Goods Dealers.
Iasigi, Joseph,	Iasigi, Goddard & Co.	36 Central wharf.	Merchants.
Ives, D. P.	D. P. Ives & Co.	83 Milk st.	Imp. of Fancy Goods.
Ives, Edward,	Edward Ives & Co.	11 Long wharf,	Commission Merchants.
Jacobs, Hiram,	H. Jacobs & Son,	10 South Market st.	Provision Dealers.
Jackson, P. T.	Charles H. Mills & Co.	39 Milk st.	Dom. Goods Com. Mer.
Jarves, Deming,	Sandwich Glass Co.	51 Federal st.	Agent.
Jewett, David B.	Jewett, Tebbetts & Co.	78 Milk st.	D. Goods Imp. and Job.
Jewett, John P.	John P. Jewett & Co.	20 Washington st.	Booksellers and Pub.
Johnson, C. B.	E. A. & E. Winchester,	16 South Market st.	Soap and Candle Manf.
Johnson, Francis M.	Johnson & Thompson,	59 Purchase st.	Hides and Leather.
Johnson, Henry M.	Henry M. Johnson,	31 Central st.	Iron and Steel Mer.
Johnson, Samuel, Jr.	Charles F. Hovey & Co.	38 Summer st.	D. Goods Imp. and Ret.
Jones, Frederick,	F. Jones & Co.	102 Pearl st.	Shoe and Leather D'l's.
Jones, George B.	Jones, Shreve, Brown & Co.	226 Washington st.	Jewellers.
Jones, Joseph E.	Brigham, Jones & Co.	26 Long wharf,	Wholesale Grocers.
Jones, Nahum,	Jones, Robbins & Co.	106 Pearl st.	Shoe and Leather D'l's.
Jones, William,	William Jones,	81 Summer st.	Wolens Imp. and Job.
Jordan, E. D.	Jordan, Marsh & Co.	18 Pearl st.	D. Goods Imp. and Job.
Kaulback, J. G., Jr.	N. E. Protective Union,	96 Water st.	Agent.
Kellogg, M. M.	James M. Beebe & Co.	35 Kilby st.	D. Goods Imp. and Job.
Keen, Newton M.	Keen, Reed & Bryant,	78 Pearl st.	Leather Dealers.
Keene, G. W.	G. W. Keene,	Lynn,	Shoe Manufacturer.
Kehoe, M. Jr.	M. Kehoe, Jr.	48 Harrison avenue,	Clothing Dealer.
Keith, B. K.	Butler, Keith & Co.	118 Milk st.	Hardware Dealers.
Keith, Charles E.	Keith, Brothers & Co.	102 Pearl st.	Shoe and Leather D'l's.
Kellogg, Charles D.	Kellogg, Call & Co.	51 Water st.	Hardware Dealers.
Kendall, Benjamin F.	H. R. Kendall & Son,	37 Battery-march st.	Wool Dealers.
Kendall, Hugh R.	Hugh R. Kendall & Son,	37 Battery-march st.	Wool Dealers.
Kendall, C. G.	Stetson, Kendall & Minot,	6 Milk st.	Woolens Imp. and Job.
Kendall, C. S.	Rice, Kendall & Co.	20 Water st.	Paper Dealers.
Kettell, John B.	Kettell, Collins & Co.	7 Doane st.	Commission Merchants.
Kidder, Henry P.	J. E. Thayer & Brother,	8 Union Building,	Stock and Exc. Brok'rs.
Kilham, A. D.	Yeaton & Kilham,	5 N. Market st.	Produce Dealers.
Kimball, Aaron,	Cochrane, Kimball & Dimick,	70 Pearl st.	Boot and Shoe Dealers.
Kimball, J. B.	J. B. Kimball & Co.	107 Pearl st.	Shoe and Leather D'l's.
Kimball, John R.	Austin Sumner & Co.	113 Milk st.	D. Goods Imp. and Job.
Kimball, John S.	J. S. Kimball & Co.	26 Central st.	Commission Merchants.
Kimball, M. Day,	Faulkner, Kimball & Co.	84 Milk st.	Commission Merchants.
Kimball, Otis,	Vermont Central Railroad,	106 State st.	Agent.
King, Franklin,	King, Dexter & Co.	26 India st.	Druggists.
Kingman, Abner,	Gossler & Co.	81 India wharf,	Merchants.
Kinaley, Edward W.	Blakes, Kinaley & Co	24 Water st.	Imp. Dry Goods.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Knapp, Hiram,	Brown & Knapp,	49 India st.	Druggists.
Knight, Elbridge G.	Knight & McIntire,	17 Commercial st.	Wholesale Provis'n D's
Knight, Joel,	Joel Knight & Co.	5 Long wharf.	Commission Merchants.
Kuhn, George H.	George H. Kuhn,	40 State st.	Merchant.
Ladd, William G.	Hunt, Webster & Co.	Essex, cor. Lincoln,	Sewing Machines.
Lamb, Reuben A.	Lamb & Marsh,	21 Commercial st.	Commission Merchants.
Lamb, Salem T.	New England Worsted Co.	119 Milk st.	Treasurer.
Lamb, Thomas,	New England Bank,	67 State st.	President.
Lane, Jonathan A.	Allen, Whiting, Lane & W.	28 Federal st.	Dry Goods.
Larkin, Charles,	Larkin & Stackpole,	43 Commercial whf.	Commission Merchants.
Lawrence, Abbott,	James W. Paige & Co.	141 Milk st.	Dom. Goods Com. Mer.
Lawrence, James,	A. & A. Lawrence & Co.	82 Milk st.	Dom. Goods Com. Mer.
Lawrence, Samuel,	Lawrence, Stone & Co.	House at Andover,	Manuf. and Com. Mer.
Lawrie, A. B.	Mackintire, Lawrie & Co.	151 Congress st.	Commission Merchants.
Learnard, George E.	Callender, Flint and Co.	164 Congress st.	Hardware Dealers.
Learnard, George W.	Follett, Chandler & Co.	5 Commerce st.	Produce Dealers.
Lee, James W.	James W. Lee & Co.	43 Pearl st.	Straw Goods Dealers.
Lee, James Jr.	James Lee & Co.	9 India st.	Commission Merchants.
Lee, John C.	Lee, Higginson & Co.	40 State st.	Stock and Exc. Brok'rs.
Lee, John R.	Cummins and Lee,	34 India st.	Merch. Brokers.
Lee, W. Raymond,	Ogdenburgh Railroad,	24 Niles Block,	President.
Leeds, Richard,	Howe & Leeds,	24 Long wharf,	Grocers.
Leland, Thomas J.	T. J. Leland & Co.	17 South Market st.	Wholesale Provis'n D's
Lewis, C. P.	William K. Lewis & Co.	93 Broad st.	Pickles, &c., Manuf'rs.
Lewis, Samuel S.	Grand Junction Railroad Co.	East Boston,	Superintendent.
Libbey, Washington,	W. & J. B. Libbey,	19 Commercial st.	Flour and Com. Mer.
Lincoln, Ezra,	Ezra Lincoln,	4 Court st.	Civil Engineer.
Lincoln, M. S.	M. S. Lincoln,	33 Water st.	Merchant.
Lindsley, J. C.	Lindsley & Shaw,	22 Central st.	Shoe and Leather D'rs.
Little, Albert,	Little, Chamberlin & Co.	18 Federal st.	Dry Goods.
Little, Charles C.	Little, Brown & Co.	112 Washington st.	Booksellers and Pub.
Livermore, George,	Livermore & Morse,	98 Pearl st.	Wool Dealers.
Livermore, Isaac,	Isaac Livermore,	10 Devonshire st.	Merchant.
Living, R. G.	Nashua Lock Co.	70 Kilby st.	Agent.
Locke, Edward,	Edward Locke & Co.	182 Hanover st.	Wholesale Cloth'g D's.
Lombard, Ammi C.	Ammi C. Lombard,	49 Lewis st., E. B.	Merchant.
Lombard, Ephraim,	Ephraim Lombard & Co.	13 Lewis wharf,	Com. Merchants.
Lombard, George,	Mirzan, Lombard & Co.	13 Lewis wharf,	Com. Merchants.
Lombard, Israel,	Israel Lombard & Co.	11 Liberty Square,	Com. Merchants.
Lord, George C.	George C. Lord & Co.	21 Commercial st.	Com. Merchants.
Lord, Joseph H.	East Boston Pottery Co.	64 Broad st.	Agent.
Loring, B. T.	Loring & Phillips,	46 Pearl st.	Com. Merchants.
Loring, Harrison,	Harrison Loring,	First st., So. Boston,	Engine Builder.
Loring, William W.	W. W. Loring & Co.	40 Kilby st.	Saddlery Hardware M.
Lovering, Jos. S.	C. Stoddard & J. S. Lovering,	33 Milk st.	Dry Goods Importers.
Lovett, S. Ingersoll,	Lovett & Wellington,	125 Milk st.	Hardware Dealers.
Low, Ariel,	Ariel Low,	20 Blackstone st.	Hides and Leather Dir.
Low, Gilman S.	Gilman S. Low,	12 Blackstone st.	Hides and Leather Dir.
Lund, C. G.	Lund, Frye & Co.	7 Shoe & Leather st.	Tan'rs and Leather Dir.
Lyman, George T.	Geo. T. & William P. Lyman,	97 State st.	Merchants.
Lyman, William P.	Geo. T. & William P. Lyman,	97 State st.	Merchants.
Lyon, Henry,	Gage, Sawyer & Co.	70 State st.	Ice Dealers.
Lyon, John E.	Lyon & Vose,	1 Liberty Square,	Dry Goods.
Mackintire, E. P.	Mackintire, Lawrie & Co.	151 Congress st.	Com. Merchants.
Macomber, Francis L.	Dutton, Bald'n & Macomber,	102 Milk st.	Dry Goods Com. Mer.
Macomber, J. F.	Horton, Hall & Co.	114 Milk st.	Hardware Dealers.
Mallard, Warren,	Townsend, Mallard & Cow'g,	45 Pearl st.	Shoe and Leather Dir's.
Mann, A. W.	Batchelder, Mann & Co.	126 State st.	W. I. Goods Merchants.
Manning, Charles,	Manning, Glover & Co.	49 North Market st.	Curled Hair & Feathers.
Manning, Francis C.	Manning, Stanwood & Co.	6 State street Block,	W. I. Goods Merchants.
Manning, Uriah,	Uriah Manning & Son,	14 Blackstone st.	Curriers & Leath'r Dir's
Mansfield, John,	John Mansfield,	173 Hanover st.	Boot & Shoe Dealer.
Marsh, B. L.	Jordan, Marsh & Co.	18 Pearl st.	D. Goods Imp. and Job.
Marston, S. W., Jr.	Jewett, Tebbetts & Co.	78 Milk st.	D. Goods Imp. and Job
Mason, Robert M.	Mason & Lawrence,	17 Milk st.	Com. Merchants.
May, F. W. G.	May & Co.	1 Broad st.	Hardware Dealers.
May, John J.	May & Co.	1 Broad st.	Hardware & Metal Mer
Maynard, Waldo,	Maynard & Noyes,	11 Merchants Row,	Manufacturers of Ink.
Mayo, John M.	John M. Mayo & Co.	5 India wharf,	Merchants.
McCaine, David,	David McCaine,	.....	.....
McGilvray, D. F.	D. F. McGilvray,	96 Federal st.	D. Goods Imp. and Job
McKay, David R.	David R. McKay,	130 Commercial st.	Com. Merchant.
McIntyre, Peter,	Peter McIntyre & Co.	196 Commercial st.	Grocers.
Melledge, James P.	James P. Melledge,	166 Broad st.	Merchant.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Mellen, Henry A.	Mellen & Co.	18 Merchants Row,	China Ware Dealers.
Merriam, Charles.	Charles Merriam,	40 State st.	Merchant.
Messinger, George W.	George W. Messinger,	50 India st.	Merchant.
Mills, Charles H.	Charles H. Mills & Co.	House 1. Park st.	Dom. Goods Com. Mer.
Mills, James K.	Charles H. Mills & Co.	House 20, Beacon st.	Dry Goods Com. Mer.
Mills, Lewis,	Lewis Mills,	22 Summer st.	Merchant.
Mitchell, Nathaniel,	N. Mitchell & Sons,	30 Kilby st.	Saddlery H'dware D'ls.
Mixer, John,	Mixer & Gilbert,	44 Broad st.	Com. Merchant.
Morey, William C.	William C. Morey,	130 State st.	Merchant Broker.
Morrill, Charles J.	Baker & Morrill,	81 Commercial st.	Com. Merchants.
Morse, Robert M.	Robert M. Morse & Co.	17 E. Clinton st.	W. I. Goods.
Morse, Robert,	Harvey Scudder & Co.	23 E. Clinton st.	Com. Merchant.
Morton, Joseph F.	Boston Locomotive Works,	House 12 Dix Place.	Clerk.
Moseley, Edward V.	Moseley & Lewis,	21 Portland st.	Leather Dealers.
Mudge, E. R.	E. R. Mudge & Co.	13 Exchange st.	Bankers.
Myrick, James H.	Hall & Myrick,	80 Commercial st.	Grocers.
Nash, N. C.	Israel Nash & Co.	87 Broad st.	W. I. Goods Merchants.
Nazro, Charles G.	B. C. Clark & Co.	68 Commercial whf.	Merchants.
Neal, Theodore A.	Theodore A. Neal.	16 Merchants' Exc.	Com. Merchant.
Newton, Ralph W.	Tucker, Newton & Mills,	25 Federal st.	Dom. Goods Com. Mer.
Nichols, Charles H.	Charles H. Nichols,	.....	Wool Dealer.
Nichols, J. F.	Upton & Nichols,	87 North st.	Hides and Leather.
Nichols, Lyman,	L. Nichols & Co.	20 Federal st.	D. Goods Imp. and Job.
Nickerson, Frederick,	Frederick Nickerson & Co.	11 Commercial whf.	Merchants.
Nickerson, Jonathan,	S. F. Nickerson & Co.	11 Commercial whf.	Merchants.
Nickerson, Joseph,	Joseph Nickerson & Co.	95 Commercial st.	Ship Chandlers.
Norcross, Otis,	Otis Norcross & Co.	23 South Market st.	Crockery & Pap. Hang.
Norcross, W. Roland,	Mellen & Co.	18 Merchants' Row,	China Ware Dealers.
Nowell, John A.	Butler, Nowell & Co.	169 Blackstone st.	Grocers.
Nourse, Joel,	Nourse, Mason & Co.	Quincy Hall,	Agricul. Warehouse.
Nute, L. W.	Potter, Nute, White & Bayley,	57 Pearl st.	Shoe and Leather Dirs.
Nutting, D. W.	William B. Spooner & Co.	249 Congress st.	Hide and Leather Dirs.
Odiorne, F. H.	Tremlett, Brothers & Co.	158 Broad st.	Merchants.
Osgood, J. H.	J. H. Osgood,	147 Congress st.	Auctioneer.
Page, J. H. W.	Lawrence Machine Shop,	14 Kilby st.	Treasurer.
Paige, James W.	J. W. Paige & Co.	141 Milk st.	Dom. Goods Com. Mer.
Paine, John S.	Shearer & Paine,	42 Canal st.	Furniture Dealers.
Palmer, S. G.	S. G. Palmer & Co.	120 Pearl st.	Shoe and Leather Dirs.
Parker, Charles H.	A. & A. Lawrence & Co.	82 Milk st.	Dom. Goods Com. Mer.
Parker, Edwin,	Edwin Parker,	27 India st.	Com. Merchant.
Parker, F. J.	Parker, Wilder & Co.	67 Federal st.	Dom. Goods Com. Mer.
Parker, Isaac,	Parker, Wilder & Co.	67 Federal st.	Dom. Goods Com. Mer.
Parker, James M.	Parker, White & Gannett,	47 Blackstone st.	Agricultural Tools Mer.
Parkman, William,	Joseph West & Co.	5 Dock Square,	Hardware Dealers.
Parrott, W. F.	William F. Parrott,	45 Central Whf.	Merchant.
Patterson, Enoch, Jr.	Patterson, Eager & Co.	14 Milk st.	Dry Goods Imp. & Job.
Peabody, Alfred,	Flint, Peabody & Co.	134 State st.	Com. Merchants.
Pearce, S. H.	S. H. Pearce & Co.	71 Federal st.	India & Europ. Silk Mer.
Pearson, J. H.	J. H. Pearson & Co.	75 Long whf.	Merchants.
Pierce, Foster,	F. Peirce & Co.	North, c. Richmond.	Chair Dealers.
Pierce, Henry A.	Henry A. Peirce,	65 Commercial whf.	Merchant.
Pierce, Thomas W.	Peirce & Bacon,	16 Custom-House st.	Grocers.
Perkins, Benjamin, Jr.	Kettell, Collins & Co.	7 Doane st.	Com. Merchants.
Perkins, William	William Perkins,	49 Commercial whf.	Merchant.
Perkins, William R.	Perkins & Wellington,	65 Hanover st.	Shoe Dealers.
Perry, Oliver H.	Lawrence, Stone & Co.	House at Andover,	Dom. Goods Com. Mer.
Peters, Edward D.	Peters, Chase & Co.	50 Broad st.	Wholesale Grocers.
Phillips, Moses D.	Phillips, Sampson & Co.	13 Winter st.	Booksellers & Publish'rs.
Pickering, Arthur,	Pickering, Winslow & Co.	7 Long whf.	Com. Merchants.
Pierce, B. W.	Howe, Pierce & Co.	62 Federal st.	Dry Goods Jobbers.
Pierce, Carlos,	Pierce Brothers & Flanders,	98 Milk st.	Dry Goods Imp. & Job.
Pierce, Charles W.	Pierce Brothers & Flanders,	98 Milk st.	Dry Goods Imp. & Job.
Pierce, George,	Pierce Brothers & Flanders,	100 Milk st.	Dry Goods Imp. & Job.
Pierce, Samuel B.	S. B. Pierce, Sons & Co.	51 Broad st.	Crockery Ware D'lers.
Pierce, Samuel S.	S. P. Pierce,	Tremont, c. Court,	Grocer.
Pierce, Wm. P.	Wm. P. Pierce,	15 Congress st.	Merchant.
Plimpton, Albert,	Plimpton, Stephenson & Co.	55 Federal st.	Silk Dealers.
Plumer, Avery, Jr.	Plumer & Co.	15 Commercial whf.	Flour & Com. Mer's.
Plummer, Farnham,	Farnham Plummer,	40 State st.	Insurance Agent.
Poor, Henry,	H. Poor & Son,	84 North st.	Hides & Leather Dirs.
Porter, Thomas C.	Porter, Loring & Co.	11 India st.	Druggists.
Potter, Silas,	Potter, Hitchcock & Co.	95 Pearl st.	Shoe & Leather Dirs.
Potter, Warren B.	Weeks & Potter,	154 Washington st.	Druggists.



NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Pottle, J. W.	Pottle, Taylor & Crockett,	30 Central whf.	Shipping & Com. Mer.
Pratt, Daniel Stocker,	Daniel S. Pratt,	Lynn,	Shoe Manufacturer.
Pratt, George L.	George L. Pratt,	46 India whf.	Merchant.
Pratt, Joseph,	Bowers, Pratt & Co.	137 Milk st.	Hol. Ware & Sto. Mer.
Pratt, N. F. C.	N. F. C. Pratt,	28 Broad st.	Nails.
Preston, John,	John Preston,	6 Long whf.	Chocolate Dealer.
Prince, Charles A.	Ballard & Prince,	7 Bromfield st.	Carpet Dealers.
Proctor, Geo. A.	Dorr, Proctor & Co.	2 Commerce st.	W. I. Goods & Produce.
Proctor, Moody S.	Proctor & Wood,	2 City whf.	Com. Merchants.
Pulsifer, David,	D. Pulsifer & Co.	1 City whf.	Provision Dealers.
Putnam, J. Pickering,	Boston Manf. Co. & others,	71 Milk st.	Treasurer.
Rand, Geo. C.	Geo. C. Rand & Avery,	3 Cornhill,	Printers.
Rand, R. R.	Rand, Ellis & Co.	95 Broad st.	Grocers.
Raymond, C. B.	C. B. Raymond,	10 Devonshire st.	Com. Merchant.
Read, James,	Read, Chadwick & Dexter,	29 Milk st.	Dom. Goods Com. Mer.
Read, William,	William Read & Son,	6 South Market sq.	Hardware, &c., Dirs.
Reed, George P.	George P. Reed,	20 Court st.	Merchant.
Reed, Sampson,	Reed, Cutler & Co.	33 India st.	Druggists.
Reed, Timothy,	Reed & Forbush,	21 Merchants Row,	Produce & Fruit Mer.
Reynolds, Wm. B.	William B. Reynolds & Co.	33 Commercial whf.	Com. Merchants.
Revere, John,	Revere Copper Company,	97 State st.	Agent.
Rice, Alexander H.	Rice, Kendall & Co.	20 Water st.	Paper Dealers.
Rice, Charles,	Charles Rice,	84 Pearl st.	Palm-leaf Hats Mer.
Rice, Edward E.	McFarland & Rice,	108 Milk st.	Dyestuffs.
Rice, Franklin,	F. & F. Rice,	11 Broad st.	Grocers.
Rice, Freeman,	F. & F. Rice,	11 Broad st.	Grocers.
Rice, H. A.	Denny, Rice & Co.	90 Milk st.	Dom. Goods Com. Mer.
Rice, J. Willard,	Rice, Kendall & Co.	20 Water st.	Paper Dealers.
Rice, Lewis,	American House,	Hanover st.	Proprietor.
Rice, Reuben,	W. & R. Rice & Co.	6 City whf.	Provision Dealers.
Rice, William,	W. & R. Rice & Co.	6 City whf.	Provision Dealers.
Richards, Joel,	Atkinson, Rollins & Co.	51 Central whf.	Merchants.
Richards, W. B.	Richards & Co.	109 Commercial st.	Metals Merchants.
Richards, Dexter N.	Edwards, Nichols & Richards,	23 Pearl st.	Dry Goods.
Richardson, Geo. C.	Richardson, Deane & Co.	27 Federal st.	Dry Goods Imp. & Job.
Richardson, W. H. H.	Richardson, Kendall & Co.	2 Milk st.	Woollens Imp. & Job.
Rindge, Samuel B.	Parker, Wilder & Co.	67 Federal st.	Dom. Goods Com. Mer.
Rising, Darius B.	Childs, Rising, Lester & Co.	96 Pearl st.	Shoe & Leather Dirs.
Robbins, James,	Page & Robbins,	5 State St. Block,	Window Glass.
Robinson, John B.	Fishers & Co.	23 Central whf.	Com. Merchant.
Robinson, Joseph D.	Diamond & Robinson,	32 Long whf.	Grocers.
Robinson, J. P.	Custom House,	Foot State st.	Deputy Collector.
Robinson, J. P.	Kimball & Robinson,	55 Hanover st.	Auctioneers, Shoes, &c.
Robinson, Josiah S.	Robinson & Holbrook,	173 Blackstone st.	Grocers.
Robinson, Shadrach,	S. Robinson & Co.	32 Canal st.	Flour Merchants.
Robinson, Thomas L.	Thomas L. Robinson,	.....	Com. Merchant.
Rodgers, Clift,	Rodgers, Baxter & Richards,	75 Purchase st.	Hides & Leather Dirs.
Rodocanachi, J. M.	J. M. Rodocanachi & Co.	30 Central whf.	Com. Merchants.
Rogers, George,	Douglas Axe Company,	137 Federal st.	Treasurer.
Rogers, George B.	George B. Rogers & Co.	24 India st.	Merchandise Brokers.
Rogers, Richard D.	Wm. C. Rogers & Co.	45 India whf.	Merchants.
Rogers, Wm. C.	Wm. C. Rogers & Co.	45 India whf.	Merchants.
Rollins, Eben W.	Atkinson, Rollins & Co.	51 Central whf.	Merchants.
Ropes, Joseph S.	William Ropes & Co.	25 Lewis whf.	Merchants.
Ropes, William,	William Ropes & Co.	25 Lewis whf.	Merchants.
Ross, M. D.	Ross & Pearce,	7 Liberty square,	Com. Merchants.
Ruggles, Draper,	Draper Ruggles,	Worcester,	Merchant.
Russell, Edw. T., Jr.,	Wise & Russell,	31 Long whf.	Com. Merchants.
Safford, James O.	James O. Safford,	17 Blackstone st.	Leather Dealer.
Sallsbury, D. Waldo,	Clement, Salisbury & Co.	109 Milk st.	Dry Goods Jobbers.
Sampson, Charles,	Phillips, Sampson & Co.	13 Winter st.	Booksellers and Pub.
Sampson, George R.	Sampson & Tappan,	41 State st.	Merchants.
Sanders, Milton M.	Milton M. Sanders,	71 Pearl st.	Boot & Shoe Dir.
Sands, Edward,	Sands, Crafts & Co.	88 Faneuil H'ill M't	Provision Dealers.
Sargent, Wingate P.	Anderson, Sargent & Co.	94 Federal st.	Dry Goods Imp. & Job.
Saunders, Edw'd W.	Brooks & Saunders,	69 Federal st.	Boot & Shoe Dirs.
Sawyer, S. E.	Haughton, Sawyer & Co.	26 Pearl st.	Dry Goods Imp. & Job.
Sawyer, Timothy T.	Gage, Sawyer & Co.	70 State st.	Ice Dealers.
Scott, Charles,	Burnham & Scott,	96 Milk st.	Importers & Com. Mer.
Scudder, Charles,	C. Scudder & Co.	93 Pearl st.	Hardware & Com. Mer.
Scudder, C. W.	C. Scudder & Co.	93 Pearl st.	Hardware & Com. Mer.
Scudder, Harvey,	H. Scudder & Co.	23 East Clinton st.	Com. Merchants.
Sears, Eben,	Eben Sears,	69 Commercial st.	Com. Merchant.
Sewall, Benjamin,	Sewall, Day & Co.	83 Commercial st.	Cordage Manufact'rs.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Shaw, G. A.	Shaw, Sampson & Bramhall,	6 Pearl st.	Dry Goods Imp. & Job.
Sherman, Elisha,	Blanchard, Sherman & Co.	130 Commercial st.	Com. Merchants.
Simpson, M. H.	M. H. Simpson & Co.	96 State st.	Agts. N. E. Worsted Co.
Siso, Albert S.	Butler, Keith & Co.	118 Milk st.	Hardware Merchants.
Skinner, Francis,	F. Skinner & Co.	91 Milk st.	Dom. Goods Com. Mer.
Slade, Jarvis,	Lawrence, Stone & Co.	House 33 Pemb'n sq.	Manuf. and Com. Mer.
Slane, Patrick F.	American Glass Co.	64 Kilby st.	Agent.
Slocumb, Samuel,	Slocumb, Samuel,	44 Kilby st.	Agent.
Slocum, William H.	S. Emmes & Co.	55 Congress st.	Fur and Hat Dealers.
Smith, Benjamin A.	Benjamin A. Smith,	32 India st.	Com. Merchant.
Smith, Charles A.	Charles A. Smith & Co.	Old State House,	Merchant Tailors.
Smith, Franklin W.	Smith, Foster & Co.	46 Kilby st.	Hardware Dealers.
Snow, Franklin,	F. Snow & Co.	4 Commerce st.	Fish Dealers.
Spaulding, S. R.	S. R. Spaulding,	78 Pearl st.	Hides & Leather Dir.
Spear, Alden,	Spear, Burke & Co.	3 Central whf.	Com. Merchants.
Spooner, William B.	William B. Spooner & Co.	249 Congress st.	Hides & Leather Dir.
Sprague, William,	William Sprague,	11 Central st.	Merchant.
Spring, Isaac H.	Isaac H. Spring,	62 Kilby st.	Merchant.
Stackpole, D. D.	Larkin & Stackpole,	43 Commercial whf.	Com. Merchants.
Stanwood, Eben C.	Manning, Stanwood & Co.	6 State st. Block.	W. I. Goods Merchants.
Stanwood, Jacob,	Jacob Stanwood,	10 N. Market st.	Merchant.
Stearns, George L.	George L. Stearns,	129 Milk st.	Lead Pipe Manuf.
Stearns, William,	William Stearns & Co.	9 Chatham st.	Wholesale Grocers.
Stedman, Daniel B.	D. B. Stedman & Co.	80 Broad st.	Crockery Dealers.
Stedman, George,	D. B. Stedman & Co.	80 Broad st.	Crockery and Glass.
Stedman, William M.	William M. Stedman & Co.	91 Broad st.	W. I. Goods Merchants.
Stephenson, John H.	Plimpton, Stephenson & Co.	55 Federal st.	Silk Goods.
Stephenson, Luther,	L. Stephenson & Co.	72 Water st.	Balance Manufacturers.
Stetson, A. W.	Atherfon, Stetson & Co.	84 Pearl st.	Shoe & Leather Dir.
Stetson, Caleb,	Caleb Stetson,	34 Pearl st.	Merchant.
Stetson, Cushing,	Cushing Stetson,	27 India whf.	Merchant.
Stetson, Joshua,	Wilkinson, Stetson & Co.	53 Milk st.	Woolen Goods.
Stetson, Nahum,	Weymouth Iron Company,	184 Milk st.	Agent.
Stevens, Paron,	Revere House,	Court st.	Proprietor.
Stickney, Isaac,	Isaac Stickney & Co.	8 Chatham Row,	Produce Com. Mer.
Stoddard, Charles,	C. Stoddard & J. S. Lovering,	38 Milk st.	Dry Goods Importers.
Stone, Enos J.	Wetherell, Stone & Wood,	15 Federal st.	Dry Goods Imp. & Job.
Stone, James S.	Fay, Jones & Stone,	94 Pearl st.	Shoe & Leather Dir.
Storer, R. B.	Robert B. Storer,	47 India whf.	Merchant.
Stratton, Ira,	Stratton, Sheriff & Co.	22 Exchange st.	Brushes, &c., Mer's.
Straw, Milton A.	D. Cummings & Co.	42 South Market st.	Wooden Ware.
Strong, Alexander,	Alex'r Strong, Hayward & Co.	97 Pearl st.	Shoe & Leather Dir.
Sturgis, James,	Crocker & Sturgis,	80 State st.	Merchants.
Sumner, Austin,	Austin Sumner & Co.	113 Milk st.	Dry Goods Imp. & Job.
Sumner, Jabez,	Jabez Sumner,	105 Pearl st.	Leather Dealer.
Sumner, W. R.	Sumner & Co.	137 Washington st.	Crockery Dealers.
Swan, James,	Sweetser, Gookin & Swan,	23 Federal st.	Dry Goods.
Sweeney, Edward M.	Nazro Brothers & Sweeney,	5 Chatham Row,	Com. Merchant.
Sweetser, Frederick,	Sweetser, Gookin & Swan,	21 Federal st.	Dry Goods Imp. & Job.
Sweetser, Isaac,	Carruth & Sweetser,	25 Broad st.	Com. Merchants.
Taft, J. B.	John B. Taft,	42 Battery-march st.	Steel, &c., Merchant.
Tappan, John G.	Boston Belting Company,	Summer, c. Cha'n'y	Agent.
Tappan, Lewis W.	Sampson and Tappan,	41 State st.	Merchants.
Taylor, Edmund B.	John Taylor & Sons,	286 Commercial st.	Ale and Porter Dir.
Taylor, Isaac,	Isaac Taylor,	16 Kilby st.	Merchant.
Tebbetts, J. E.	Jewett, Tebbetts & Co.	78 Milk st.	D. Goods Imp. and Job.
Tenney, N. F.	Tenney & Ballister,	79 Kilby st.	Dry Goods.
Tenney, William P.	Wm. P. Tenney,	B. & M. R. R. Depot,	Carpet Dealer.
Thacher, Isaac,	Fearing, Thacher & Co.	25 Commercial st.	Duck Merchants.
Thacher, W. S.	Thacher & Co.	79 State st.	Agents O. C. Iron Co.
Thackray, Richard,	Habich & Thackray,	65 Commercial st.	Com. Merchants.
Thaxter, Benjamin,	Rice & Thaxter,	27 Long whf.	Merchants.
Thayer, Charles R.	Maynard & Noyes,	11 Merchants Row,	Manufacturers of Ink.
Thayer, Frederick W.	Thayer & Warren,	99 State st.	Shipping Merchants.
Thayer, G. L.	George L. Thayer,	83 Pearl st.	Shoe and Leather Del.
Thayer, Nathaniel,	J. E. Thayer & Brother,	40 State st.	Stock and Ex. Brokers.
Thayer, Robert H.	Gardner & Thayer,	8 Liberty sq.	Hardware Dealers.
Thomas, William,	Webster Bank,	13 Exchange st.	President.
Thompson, Albert,	Johnson & Thompson,	59 Purchase st.	Shoe and Leather Del.
Thompson, A. G.	A. G. Thompson,	33 Water st.	Clerk.
Thompson, C. Jr.	Charles Thompson, Jr.	31 Lewis whf.	Merchant.
Thorndike, James P.	James P. Thorndike,	95 North st.	Hides and Leather Del.
Thorne, Rollin,	Rollin Thorne & Co.	10 Devonshire st.	Merchants.
Thwing, S. C.	S. C. Thwing & Co.	8 Kilby st.	Com. Merchants.
Tilton, John,	Gregory, Tilton & Richards'n	29 Federal st.	D. Goods Imp. and Job.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Tilton, Stephen.	S. Tilton & Co.	10 Central whf.	Com. Merchants.
Tisdale, James.	James Tisdale,	17 Doane st.	Com. Merchant.
Tobey, Edward S.	Phineas Sprague & Co.	83 Union Building,	Merchants.
Tower, W. A.	Tower, Davis & Co.	21 Charlestown st.	Flour Merchants.
Towne, Abial K.	Abial K. Towne,	68 Kilby st.	Com. Merchant.
Townsend, David,	David Townsend,	48 India whf.	Merchant.
Townsend, Elmer,	T., Mallard & Cowing,	45 Pearl st.	Shoe and Leather Dirs.
Tozier, Andrew S.	Levi Bartlett & Co.	2 Long whf.	Wholesale Grocers.
Train, Enoch,	Enoch Train,	.....	Merchant.
Train, Wm. G.	Wm. G. Train,	77 Commercial st.	Oakum Manufacturer.
Tucker, Analson,	Tucker, Newton & Mills,	25 Federal st.	Dom. Goods Com. Mer.
Tucker, William W.	Upham, Tucker & Co.	4 Milk st.	Dom. Goods Com. Mer.
Tuckerman, G., Jr.	Tuckerman, Townsend & Co.	48 Central wharf.	Merchants.
Tudor, Frederic,	Frederic Tudor,	20 Court st.	Merchant.
Tufts, Edwin O.	Austin Sumner & Co.	118 Milk st.	D. Goods Imp. and Job.
Turner, John B.	John B. Turner,	25 India whf.	Com. Merchant.
Turner, John N.	Turner, Wilson & Co.	59 Federal st.	Dry Goods.
Tuttle, James,	C. G. Loring & Co.	10 Merchants' Row.	Window-Glass Mer.
Tyler, Jerome W.	J. C. Tyler & Co.	54 Chatham st.	Fruit Dealers.
Tyler, John,	John Tyler,	9 Central whf.	Auctioneer.
Tyler, John S.	J. S. & W. O. Tyler,	28 State st.	Stock and Ex. Brokers.
Tyler, Joseph C.	J. C. Tyler & Co.	54 Chatham st.	Fruit Dealers.
Underwood, Wm.	Wm. Underwood & Co.	67 Broad st.	Pickles, &c., Mer.
Upham, Henry,	Upham, Tucker & Co.	4 Milk st.	Dom. Goods Com. Mer.
Upton, Geo. B.	George B. Upton,	38 City Exchange.	Merchant.
Valentine, Lawson.	Stimson & Valentine,	55 Broad st.	Paints and Oils.
Vaughan, William M.	J. J. Adams & Co.	99 Washington st.	Brush Dealers.
Vaughn, Joseph,	Vaughn & Hersey,	57 Hanover st.	Boot and Shoe Dirs.
Vose, J. Thomas,	Lyon & Vose,	1 Liberty sq.	Dry Goods.
Wadsworth, Samuel,	Wadsworth, Crocker & Co.	38 India st.	Druggists.
Wakefield, Enoch H.	Wakefield & Howe,	30 North Market st.	Wooden Ware.
Wales, Thomas C.	T. C. Wales & Co.	66 Pearl st.	Rubber Shoe Agents.
Walker, George M.	Jos. Walker & Co.	125 Pearl st.	Shoe and Leather Dirs.
Walker, Nathaniel,	Walker & Brother,	17 Merchants Row,	Merchants.
Walker, Samuel,	Samuel Walker,	167 Pearl st.	Shoes and Leather.
Ward, And'w H., Jr.	Andrew H. Ward, Jr.	116 Milk st.	Drysalter.
Ward, Henry V.	Henry V. Ward,	10 Devonshire st.	Treasurer Man. Co.
Ward, Joseph H.	Joseph H. Ward,	31 Kilby st.	Insurance Agent.
Ward, Samuel G.	Baring Brothers & Co.	20 State st.	Agents.
Warren, Alfred B.	A. B. Warren,	4 Commercial st.	Ship Chandler.
Warren, George W.	Geo. W. Warren, Barry & Co.	192 Washington st.	D. Goods Imp. and Ret.
Warren, John A.	John A. Warren,	98 Federal st.	Dry Goods.
Warren, M. C.	Moses C. Warren & Co.	9 Dock sq.	Hardward Dealers.
Warren, Samuel D.	Grant, Warren & Co.	135 Federal st.	Paper Dealers.
Washburn, N.	Allen, Whiting, Lane & W.	23 Federal st.	Dry Goods.
Wason, Elbridge,	Wason, Pierce & Co.	7 Chatham st.	W.I. Goods Merchants.
Waterston, Robert,	Robert Waterston,	27 Federal st.	Merchant.
Webster, David L.	D. L. Webster & Co.	9 Blackstone st.	Enamel'd Leather Dirs.
Weeks, Andrew C.	Weeks & Potter,	134 Washington st.	Druggists.
Weich, E. Baker,	Richardson, Deane & Co.	27 Federal st.	Com. Merchants.
Weld, Aaron D.	Aaron D. Weld,	127 State st.	Com. Mer. & M. Broker.
Weld, Wm. F.	Wm. F. Weld & Co.	42 Central whf.	Merchants.
Wellman, Wm. A.	Samuel G. Ward,	20 State st.	Confidential Clerk.
Wendell, Jacob, Jr.	J. C. Howe & Co.	26 Federal st.	Com. Merchant.
Wentworth, P. H.	Stanfield, Wentworth & Co.	4 Pearl st.	Dry Goods Com. Mer.
Wenzell, Henry,	Henry Wenzell,	32 Long whf.	Commission Merchant.
Westcott, Stephen,	S. Westcott & Son,	44 Fulton st.	Factory Leather Dirs.
Whall, Joseph B.	Field, Converse & Co.	88 North st.	Hides & Leather Dls.
Wheeler, Alex. B.	Asahel Wheeler & Co.	69 Broad st.	Crockery &c., Dealers.
Wheeler, Asahel,	James H. Wheeler & Co.	73 Union st.	Artists' Materials.
Wheeler, James H.	J. P. Townsend & Co.	52 Pearl st.	Shoe & Leather Dirs.
Wheeler, James F.	Little, Chamberlin & Co.	23 Commercial whf.	Merchants.
Wheeler, Morrill S.	Chace, Wheelwright & Co.	11 Federal st.	Dry Goods.
Wheelwright, J. W.	Ambrose H. White,	111 Milk st.	Dom. Goods Com. Mer.
White, Ambrose H.	Bennett, White & Co.	43 State st.	Broker.
White, Edward A.	Guild, White & Co.	Quincy Hall,	Clothing Dealers.
White, Francis A.	Birchard, Torrey & Co.	39 Elm st.	Leather Dealers.
White, Joseph A.	J. Martin & Co.	3 State st. Block,	Grocers.
Whitehead, Wm.	Eagle Steel Works,	84 Water st.	Hardware Dealers.
Whiting, George A.	Whiting, Galloupe, Bliss & Co.	25 Union st.	Agent.
Whiting, J. J.	Wright & Whitman,	14 Federal st.	Whol. Clothing Dirs.
Whitman, E. P.	Joseph H. Whitman,	150 Congress st.	Dom. Goods Com. Mer.
Whitman, Joseph H.		71 Union st.	Clerk.

NAMES OF MEMBERS.	NAMES OF FIRM.	PLACE OF BUSINESS.	OCCUPATION.
Whitmore, C. J.	Chas. O. Whitmore & Son,	11 Liberty sq.	Com. Merchants.
Whitmore, C. O.	C. O. Whitmore & Son,	11 Liberty sq.	Com. Merchants.
Whitney, David R.	W. F. Whitney & Son,	56 Chatham st.	Dye Stuffs.
Whitney, George A.	Whitney, Fenno & Co.	15 Pearl st.	Dry Goods Importers.
Whitney, Henry A.	J. Whitney & Co.	88 Pearl st.	Shoe Dealers.
Whitney, Joseph,	J. Whitney & Co.	88 Pearl st.	Shoe Dealers.
Whitney, Seth D.	Whitney, Kendall & Co.	13 Fulton st.	Hides and Leather Dis.
Whitney, W. F.	W. F. Whitney & Son,	55 Chatham st.	Wholesale Druggists.
Whiton, David,	David Whiton,	25 Commercial st.	Duck Dealer.
Whiton, J. P.	John P. Whiton,	24 Broad st.	Grocer.
Whiton, Thomas F.	Whitons, Brown & Wheelw't,	31 Commercial st.	Ship Chandlers.
Whittier, Joseph M.	Whittier & Henshaw,	4 Long whf.	Paints, Oils and Glass.
Whitwell, Fred. A.	Whitwell, Marsh & Talbot,	130 Congress st.	Wool, Imp. and Job.
Wiggin, James S.	Robinson, Wiggin & Cum'gs,	30 Lewis whf.	Com. Merchants.
Wilder, Marshal P.	Parker, Wilder & Co.	67 Federal st.	Dom. Goods Com. Mer.
Wildes, Moses B.	Bush & Wildes,	20 India whf.	Com. Merchants.
Wilkinson, Wm. H.	Wm. H. Wilkinson,	10 Merchants Exch.	Merchant.
Williams, Arthur,	Arthur Williams,	4 Central whf.	Merchandise Broker.
Williams, Ebenezer,	Williams & Bacon,	7 Blackstone st.	Tan's and Leather Dirs.
Williams, Francis,	Williams & Dawson,	258 Congress st.	Hides and Leather Del.
Williams, J. M. S.	Glidden & Williams,	39 Lewis whf.	Merchants.
Williams, Moses,	J. D. & M. Williams,	4 State st. Block,	Wine Merchants.
Wills, Wm. T.	William T. Wills,	21 Union whf.	Merchant.
Wilson, Edward C.	Turner, Wilson & Co.	59 Federal st.	Dry Goods.
Wilson, John, Jr.	Wilson, Fairbanks & Co.	43 Hanover st.	Druggists.
Winslow, Elisha D.	E. D. Winslow & Co.	7 State st. Block,	W. F. Goods Merchants.
Winslow, George,	Pickering, Winslow & Co.	7 Long whf.	Com. Merchants.
Winsor, Alfred,	Sprague, Soule & Co.	10 T wharf,	Merchants.
Winsor, Nath'l, Jr.	N. Winsor, Jr., & Co.	2 Broad st.	Com. Merchants.
Wolcott, J. H.	A. & A. Lawrence & Co.	32 Milk st.	Dom. Goods Com. Mer.
Wolcott, J. W.	Gardner, Wolcott & Co.	46 State st.	Bankers.
Wood, Charles G.	Stone, Wood & Baldwin,	15 Federal st.	Dry Goods.
Woodford, P. R.	Woodford & Wilbur,	45 Milk st.	Fancy Goods.
Woodman, George,	Woodman & Hill,	10 India st.	Soap Manufacturers.
Woolson, James A.	William Claflin & Co.	172 Congress st.	Hides & Leather Del's.
Wright, Albert J.	Albert J. Wright,	4 Spring Lane,	Printer.
Wright, Eben,	Wright & Whitman,	150 Congress st.	Dom. Goods Com. Mer.
Wright, John S.	Wright & Whitman,	150 Congress st.	Dom. Goods Com. Mer.
Wyman, Edward,	Wyman & Arklay,	124 Congress st.	Dry Goods Importers.
Wyman, Wm. A.	Wm. A. Wyman,	94 Federal st.	Clerk.
Yeaton, George H.	Yeaton & Kilham,	5 N. Market st	Produce Dealers.



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# APPENDIX.

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## REPORT OF THE COMMITTEE OF THE BOSTON BOARD OF TRADE,

APPOINTED AT THE ANNUAL MEETING, JANUARY 20, 1858, "TO MAKE A DELIBERATE AND THOROUGH INVESTIGATION INTO THE CAUSES OF THE RECENT MONETARY DIFFICULTIES AND MERCANTILE EMBARRASMENTS, WITH A VIEW TO THE ADOPTION OF SUCH REMEDIES AS THE NATURE OF THE CASE WILL ALLOW." PRESENTED AT A SPECIAL MEETING OF THE BOARD, APRIL 6, 1858.

[To gratify the members of the Board who have expressed the wish that this Report should be preserved for reference, it is here inserted.]

THE Committee, consisting of Messrs. EDWARD S. TOBEY, CHARLES O. WHITMORE, WILLIAM B. REYNOLDS, JAMES C. CONVERSE, SAMUEL T. DANA, WILLIAM B. SPOONER, HENRY V. WARD, MARSHALL P. WILDER, SOLOMON R. SPAULDING, CHARLES FAULKNER, WILLIAM PERKINS, and ALBERT FEARING, appointed by the Board of Trade at their last annual meeting, "to make a deliberate and thorough investigation into the causes of the recent monetary difficulties and mercantile embarrassments, with a view to the adoption of such remedies as the nature of the case will allow, respectfully

### REPORT:

That they have entered into the consideration of the subject referred to them, not unmindful of its peculiar importance. It has been, within the last few months, the prolific theme of some of the ablest writers in this country and in England. Indeed, so wide a range has the discussion already reached, extending from the present, back to the earliest period in the history of

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commerce, and to the origin of the banking system, that it is not deemed necessary to our present purpose to review the history of the prominent facts of a remote period, but to refer to such of the more recent events as have been, in a greater or less degree, instrumental in producing the late monetary difficulties and crisis—a crisis which, in its sudden development and extent, was perhaps never equalled, and which presented a striking evidence of the intimate and extended commercial relations which this country holds towards the other principal commercial nations of the world.

The crisis of 1837 was not seriously felt beyond the principal cities of England and of France; but now, the shock has vibrated throughout Europe, and its effects are seen in distant India and China. Amongst some of the more prominent and general causes which we would suggest, as being more or less influential in producing mercantile embarrassments are,—war; sudden and great changes, either in the political character or commercial policy of a government; short crops; discoveries of gold mines; the abuse of the credit system; and other minor causes of a more local and limited character, such as the destruction of a large amount of property by fire, and by shipwreck. But of the causes to which the recent commercial embarrassments and financial crisis in the United States may be more clearly traced, we would mention first, in order, the most remote of those that we propose to consider, and in reference to which we are aware there has been much controversy; and although differences of opinion still exist, there is an apparent, and, we trust, an actual approach to more harmonious sentiments.

We believe, when viewed candidly as a commercial measure, and apart from all political and partizan bias, that comparatively few will doubt that the tariff of 1846 did much to contribute to the late embarrassments in this country, by embodying the unequal and often fallacious principle of “ad valorem” duties, together with a rate so low, and a discrimination so injudiciously applied, as to encourage excessive importation, showing an increase in 1857, as compared with 1845, of \$243,636,000, which, we think, all will admit was far beyond the requirements of the increase in population during the same period. The injurious effects of this measure have, doubtless, been materially modified by peculiarly marked events; such as the famine in Ireland, demanding an extraordinary export of bread-stuffs from the United States, and by the discovery of the rich and extensive gold mines of California, by which many hundred millions of gold have been rapidly added to the currency of the world.

This discovery, together with that of the gold mines of Aus-

tralia, made soon after, may be justly regarded as two of the most extraordinary and remarkable events in modern commercial history, not only from the peculiar circumstances immediately connected with their discovery, but from the fact, that these vast resources of wealth, destined to exert such a powerful influence on the great interests of mankind, have been *apparently* held in reserve until the advancing civilization of the world had reached a period, when the exigencies of commerce seemed to demand an increase of the precious metals; and when events, also sudden and peculiar, placed those valuable resources under the control of the Anglo-Saxon race—a race which seem eminently qualified to advance the great enterprise of Christian civilization.

These events we place among the first and most influential causes which, by their excessively stimulating character, have had a tendency to produce the late commercial embarrassments. We include the production of the gold mines of Australia, because, from the intimate relations and sympathy between the commerce of England and her colonies, and that of the United States, the trade of Australia is as open to our ships as to theirs. Some of the effects of these discoveries, together with the nearly cotemporaneous discovery of the vast deposits of guano in the Chincha Islands, made so opportunely to meet the necessities of agriculture, were immediately shown in a sudden and unparalleled stimulus to commerce. As if by the power of magic, the style and model of the ships soon after built, was almost entirely changed, the genius of the naval architect was exercised to its utmost power, and a splendid fleet of clippers, of large class, of symmetrical proportions, and of hitherto unrivalled speed, were brought into service, contributing largely to the increase of tonnage in the United States, which increase from the year 1846 to 1856 amounted to 2,309,567 tons, or nearly 92 per cent.

Many of these ships having carried large and remunerative freights, from the Atlantic cities to San Francisco, proceeded to China, Manila, and to India, for return freights to the United States, or to England, and by their own competition were compelled to accept rates so low as to encourage those merchants already engaged in the India and China trade to import much more freely than before, and also to induce others to embark in that branch of business. Commerce with other ports in the Pacific was also rapidly extended, and the sudden and unprecedented increase in tonnage was only equalled by a somewhat corresponding development and extent of trade with the Pacific, the East Indies, and Australia. The transfer, within a short time, of a large amount of labor from the United States, to the gold mines and to other departments of industry in California, caused



a rise in the price of labor. The influx of gold changed existing values of property, and induced an excessive expansion of bank loans and issues, as well as of individual credit. This was followed by a spirit of speculation and of overtrading, which steadily increased, until the prices of nearly all kinds of property had reached a point too unnatural to be permanently maintained.

This extraordinary impulse to commerce was continued and sustained by the war in the Crimea, which required a large amount of tonnage for the transport service; and although British vessels were more generally thus employed, yet a larger "carrying trade," from India and China to Great Britain, remained to be prosecuted by American vessels. The withdrawal by England and France of a vast amount of capital and of productive labor from the ordinary channels of commerce to carry on the war, could not fail to create an unfavorable influence on the financial condition of those countries, and by our intimate relations with them, on ours also. Coincident with and immediately following the preceding marked and peculiar events, the great staple productions of this country, as well as imported merchandise, affected by some of the causes already named, bore prices which required a much larger capital to represent them than formerly. This was especially true of cotton, the price of which was also enhanced by moderate crops for several consecutive years, by an over-stimulated condition of the manufacturing interests, here and in Europe, and by the employment of more spindles than was required to meet the demand of consumers.

Another and by no means unimportant cause, was the recent short crop of sugar in Louisiana, which led to unusually large importations of that article from those foreign countries, to which the exports of the United States are of comparatively small value. High prices, speculation, and absorption of capital followed; creating a balance of trade against this country, so far as it concerns that branch of business, to be paid in specie.

Again, the abuse of the credit system has been one of the most potent causes, not only of producing the recent sad commercial embarrassments, but of bringing them to a disastrous crisis, and of leading to a general prostration of business. Under that abuse, we include first, and as being more influential than is generally admitted, the absorption of a vast amount of actual capital in railroads, and the creation of an immense floating debt, sustained in many cases at high rates of interest, and constituting a heavy item in our foreign debt.

No intelligent and reflecting mind can doubt, that the railroads in the United States have advanced and will continue to

promote the material interests of the country in a degree not easily over estimated. But it must be admitted, that far too many rival lines have been constructed, and that a great amount of capital and labor have thus been injudiciously appropriated. The immense foreign debt of the United States may, we think, be regarded in some degree as the abuse of credit. By foreign debt we mean not only balances due from the merchants of America to those of Europe, but also investments of foreign capital in American securities. This cannot have existed without more or less unfavorable influence on our finances.

The cotton and woollen manufacturing corporations of this Commonwealth, and in some of the adjacent States, established by the enterprise of some of our most intelligent and worthy fellow-citizens, and which have done so much to develop the industry and to promote the interests of the whole community, we think should bear some share of the general charge of the abuse of credit. The system of conducting their business with entirely inadequate capital, as has been done in some instances, may have been the result of unforeseen, and, to some extent, unavoidable circumstances ; but we cannot doubt that it has had an injurious effect on public credit.

These effects might have been materially modified, by purchases of stock in limited quantity, proportionable to the deficiency of capital and means. Indeed, to us it seems evident that the policy of the proprietors of those cotton manufacturing establishments, which have not a sufficient amount of active capital, by purchasing (as they have done) cotton early in the season, and a large portion of the stock required for the whole year, amounting in the aggregate to many millions of dollars, and on terms almost equal to cash by the time the cotton arrived at the mill, with the practice of selling their fabrics on credit of six, of eight and even of twelve months ; and this by borrowing money often at high rates of interest, had the effect to absorb a vast amount of the monied capital of this State, and it seems to us should be regarded as an abuse of credit.

Again, such a policy placed a great amount of cash facilities at the disposal of the cotton producers, in the early part of the cotton season, and thus contributed largely to their ability, and to that of speculators, to raise and to maintain prices far too high for the interest of the whole community. It is estimated that the cotton manufacturers of the Northern States have required, for a few years past, about one-fifth part of the average crop of cotton raised in the United States, which, if taken at the average production of the last three years, is about six hundred thousand bales ; and at the assumed average cost of ten cents per pound, amounts to not

less than twenty-five millions of dollars annually. The purchases of so large proportion of the year's stock, by the manufacturers in the United States, and (which have often been made to a considerable extent previous to 1st January,) have had no inconsiderable effect on the finances of the Northern States, by causing a large accumulation of cash funds in the New York City banks. These banks, for several years past, have been the collection agents between the South and the North, and especially as it relates to Massachusetts since her banks have been prohibited from allowing interest on deposits of individuals.

The consignment of cotton to New York merchants under advance has created a large amount of funds from that source in New York for the time being, however the ultimate balance may have been between the North and South. May not this fact, added to the effects of the policy of the manufacturers, as before described, and the known practice of the New York banks in making extensive demand loans, based on these deposits, in a measure explain the reasons for the sudden contraction of their loans just preceding the late suspension of specie payment? Having continued the reduction of loans after the cessation of specie shipments to Europe, may it not have been for the purpose of fortifying themselves against their Southern depositors, who, when confidence was shaken, and a panic existed, were as likely to draw specie as were their city depositors.

We believe it will be generally conceded, that the too liberal and excessive issues of foreign "letters of credit," is another abuse of the credit system, and that this, in connection with the causes already mentioned, did much to encourage importations of merchandise from Europe and from India, to an extent very far beyond all former precedent, leading to the accumulation of stocks of East India produce, and of European goods also, in violation of the great law of supply and demand, and to a consequent decline in prices.

The holding of these immense stocks long before they were required for consumption, contributed largely towards creating a balance of trade against the United States to be met in specie. Especially is this true, so far as regards the trade with India, China and Manila, since our exports to those countries are of little value, as compared with our importations from them.

Another instance of abuse of credit, may be seen in the business policy pursued by many, and perhaps we may be justified in saying, by a majority of those engaged in mercantile pursuits. An inordinate desire either for rapid accumulation of wealth, or for means to sustain extravagant expenditure, or, in some instances, an excessive spirit of enterprise, induced the transaction of busi-

ness of too great magnitude, in proportion to the actual capital and available means. This, with the practice of giving long, indiscriminate, and too widely extended credit, often placed large amounts of property in the hands of inexperienced and enterprising merchants, who possessed superficial knowledge of business, were ignorant of sound principles of finance, and were often tempted into speculations, and into such investments as placed beyond their reach the very resources which ought to have been paid to their creditors, to sustain their confidence. The whole community, so far as this system of credits generally prevailed, became peculiarly exposed and sensitive to the first serious, disturbing element in commerce, and consequent curtailment of credit and decline in prices of the staple commodities of the country. This, we think, was clearly illustrated, in the late commercial embarrassments which existed between the Atlantic cities and the interior of this country.

The last, and by no means least important topic which we propose to consider, as one of the abuses of credit, is the Banking system. Whatever degree of influence may be properly attributed to any or all the causes already referred to, the policy of most of the banks of New England and of New York, and perhaps of other States, may be justly charged with no inconsiderable share of the responsibility, not only of aiding to produce the state of affairs which led to the late crisis, but of hastening the crisis itself, and of aggravating the panic which accompanied it. On the banks alone is conferred, by government, the peculiar right to make and to circulate a paper currency based on specie, and intended to be always convertible into specie. Banks being the depositories of much of the monied capital of the people, and standing between the money lender and the money borrower, representing the interests of both, have a peculiar responsibility, and can do much to regulate credit and the currency. Undue expansion of loans, and consequent over-issues of bank notes, with a small specie reserve, induce speculation, expansion of individual credit, and unnaturally high price of property and are as inevitably followed by more or less sudden contraction, as effects follow their causes in the natural world. We are of opinion, that, influenced by the same stimulus which was evinced in nearly all departments of trade and commerce, the banks generally carried their loans too high, and consequently created too much expansion of the paper currency.

For illustration, we refer to the policy of the New York banks, (more in reference to their loan than their circulation,) because they occupy so central, and therefore so important a position in relation to the commerce of the whole country. By a published

statement, it appears that in August, 1857, they had a capital of about \$64,500,000; a loan of \$122,000,000, specie about \$11,738,000, circulation of about \$9,000,000, and deposits \$94,400,000; and that, in October, 1857, they had a capital of \$64,400,000, a loan of nearly \$102,000,000, specie \$11,476,000, circulation of \$7,523,000, and deposits \$63,301,681,—showing a reduction in the loan of \$20,000,000. Their *liabilities*, in May, 1857, were about \$108,000,000; on 15th August, 1857, \$101,000,000; and on 3d October, 1857, \$76,000,000; making a reduction of \$32,000,000 from the highest point, and of about \$25,000,000 in fifty days.

From this comparative statement of the condition of these banks, it has been argued by some that too much responsibility has been attributed to them, as producing the late crisis and panic. But we would ask, does not the fact that it was deemed necessary, under such a state of things as then existed, suddenly, and in the brief space of fifty days, to reduce their liabilities twenty-five millions, prove, that a loan which, under any circumstances, could possibly require such rapid curtailment, very far exceeded the point that sound financial principles would justify? If their loan had never exceeded fifty per cent over and above the capital, it would have amounted on 8th August, 1857, to \$96,800,000 instead of \$122,077,000, and there could have been no necessity for a contraction approaching in amount to that which immediately preceded the late suspension of specie payments. Does not the decrease in deposits of about \$25,000,000, from November, 1856, to October, 1857, (the relative amount of specie and circulation being diminished about \$1,700,000,) show that the loan, which amounted on 8th August, 1857, to \$122,077,000, was too largely based, and therefore dependent on deposits? We think that this fact points directly to this most objectionable feature in the banking system. Equally pernicious, also, is the policy of those banks which rely on a forced, unnatural and excessive circulation, under special efforts.

Another most powerful agent in disturbing the finances, and which we apprehend had much influence in increasing the late panic in New York, is the system of demand loans, which has probably been more extensively adopted there than elsewhere. Loans of that character are always the most sensitive, and first affected by decided indications of any particular disturbing element such as large and frequent exports of specie, or other causes having a tendency to create a sudden demand for money. In such cases, the banks call in their demand loans, before beginning to reduce their time loans. This movement, in a city so extended as New York, vibrates with the rapidity of electricity through the

various channels of finance ; and if loans have been made on the pledge of stocks, these to some extent must be thrown on the market, to enable the borrower to meet this unexpected call from the banks. The effect, directly and indirectly, is obvious. If the apprehension of scarcity of specie is sufficient in degree, the bank time loans must be discontinued in part, or perhaps entirely. As an inevitable consequence, circulation *comes in*, deposits *run down*, the rate of interest *runs up*, and those who have been accustomed to depend on bank facilities, must seek accommodation from capitalists and brokers, at high and perhaps ruinous rates of interest ; and why should the bank managers, so far as they look only to the *immediate* interest of the bank, object to all this ? It merely advances the price of their commodity, and enables them to take it from the borrower, who has it on demand, at 5 per cent, and perhaps less, and to lend it to another on time, at 6 per cent, or more, if *exchange* paper can be had. This may be gain to the bank, so long as the stringency in the money market is not sufficient to make their customers bankrupt ; but it is of immeasurable disadvantage to the community, and ultimately to the banks also, by producing irregularity and instability in the money market, and through that medium on all species of property. Are not the ordinary vicissitudes and risks of trade quite enough for the mercantile community to contend with, without being subjected to the effects of that engine of power and of irregular action—a defective banking system ?

In thus stating the practical workings of such a system ; we believe that we have narrated substantially the history of its operations just preceding the late suspension of specie payments. Our statement is more or less applicable, of course, to the respective banks of each State, according to the peculiar features of the system of each, and the policy adopted, and therefore calls for exceptions, but we speak of the system generally. Even now, while we write, there is reason to believe that the same policy is being repeated, from an undue solicitude and spirit of rivalry on the part of bank managers, to make interest for the stockholders out of the present excessive, and perhaps unprecedented accumulation of deposits and specie.

The unwary, and perhaps imprudent merchant and speculator, may again be tempted by a demand loan at low interest, or by the ready facilities offered him, to put himself in the power of the banks, to be subject to the first necessity of bank contraction ; for, we repeat, this policy of expansion, is the sure precursor of corresponding contraction, more or less sudden and severe, but which, under the present aspect of things, may be somewhat remote. Better, that this policy be abandoned, and instead of the banks

lending their depositors money, to any great extent, beyond an average amount which past experience may have shown them can be relied on ; let the deposits lie unproductive, for the depositors to lend or to invest themselves. Then money would fall into legitimate channels, and cease, through the banks, to be a snare to the community.

It may not be necessary further to trace the relations of the bank policy to the late crisis, having pointed out, distinctly, what we regard as one of its most influential and prominent causes, *an unduly expanded loan, resting in too great a degree on an unreliable and fluctuating basis of large deposits and a forced circulation.* The reaction which followed, and is always sure to follow, all over-stimulating influences, and over expansion of credit, may now be seen in the great accumulation of monied capital and specie deposits, an excess of tonnage far beyond the requirements of commerce, with comparatively few vessels profitably employed and prices greatly depreciated ; the suspension of operation of many manufacturing establishments, while comparatively few are running at full time ; an accumulation of heavy stocks of unsaleable merchandise, until our public and private warehouses are nearly filled ; a decline in the price of labor, and a consequent increase within a few months, of emigration from the Atlantic and Western States to California.

It is, however, gratifying to notice some slight indications of a favorable change ; and although necessarily slow and gradual, the recovery to a healthy condition is ultimately sure, if salutary reforms shall be adopted.

We have thus far limited our consideration of some of the causes of the late monetary difficulties, principally as they relate to interests of this country ; but we believe that investigation would clearly show, that many of the same causes have produced similar effects in various parts of Europe, especially in England, modified by the peculiarities in their monetary institutions and commercial system. These causes, and the intimate commercial relations between Europe and America, may be regarded as fully adequate to produce the late widely extended revulsion, developed so nearly simultaneously in both.

We now turn to the consideration of the other branch of the subject referred to us, namely, "The adoption of such remedies as the nature of the case will allow." We are aware that many hold the opinion that the diseases which afflict the commercial system are self-limited, and, without artificial remedies, contain the elements of their own cure. Such persons regard any efforts to apply remedial measures as fruitless, and the attempt to adopt preventives, as hopeless. It may be true, that some will learn, by dear bought expe-

rience, to regulate their future business by more prudent and sound principles ; but it should be recollected, that a new class of merchants is yearly coming forward, without experience, and therefore exposed to the repetition of the errors of their predecessors. If, therefore, the lessons of the past suggest any improvement either in our legislation, in our monetary institutions, or in our commercial system, is it not wise, but even a duty, to make such changes in them, as circumstances seem to demand ? We believe, however, that while some of the *primary* causes of embarrassment which we have referred to, are, from their peculiar nature, beyond an immediate remedy, these, and all other *secondary* causes, are quite within the reach of appropriate and judicious measures adapted to modify and to control their effects.

Having referred first to the tariff of 1846, as one of the more remote *causes* of the late commercial difficulties, we would suggest as one of the *remedial* measures, such alterations as shall embrace the salutary and equitable principle of specific duties, judicious discrimination and rates, which shall afford moderate and reasonable protection to American industry. Practically sound and important as we believe these principles are, it must be admitted that there are slight grounds to expect their adoption, since it is a measure on which extravagant and ultra views have been held, resulting from the political and sectional considerations which have hitherto entered into its public discussions. There is reason to apprehend that influences, emanating from the citizens of foreign countries, who are themselves most dependent on a highly discriminating and protective tariff, have, together with sectional jealousy and a superficial knowledge, carried the legislation of this country too far in the direction of *free trade*.

When the principal commercial nations of Europe shall have adopted thorough free trade principles, then will it be timely for America to consider the expediency of adopting the same, so far as the peculiar condition of her society, position and institutions may justify. Circumstances being nearly equal, she has nothing to fear from an open and free competition in the commerce of the world, especially as she has already shown her ability to contend (but not without loss) in the unequal and disadvantageous contest in which, for years, she has been engaged with the countries that in a great degree adhere to a highly protective policy, adapted to their own peculiar condition. Although we have alluded to the slight probability of obtaining any reform in this department, yet partizan zeal and warfare, as to the tariff, have so much abated, that we do not abandon the hope that liberal and comprehensive principles may yet gain the ascendancy, which shall be consistent with the true interests of the whole country.



Of the other remedies we have to propose, we regard as more necessary and effectual than all others, a thorough reformation of the

#### CREDIT SYSTEM.

Credit may be regarded as one of the most prominent and peculiar characteristics in modern commercial history. It has entered so extensively into the mercantile policy of the leading nations of the world, as to become identified with their various branches of productive industry; and notwithstanding its abuses—to which we have referred—to its legitimate use may be attributed, in a great degree, the rapid growth and progress of the commerce, agriculture and manufactures, of the United States. While temporarily suffering from its abuse, such reformatory measures as experience and sound principles dictate, will place the great interests of our country on a more secure foundation, and also lead to a more healthy development and growth, than has ever before been witnessed. In the extremes to which the human mind is naturally inclined, some, by fixing attention too exclusively on the effects of the abuse of credit, have become the advocates of a restriction almost equivalent to an entire abandonment of the system. They would abolish a paper currency, and substitute an exclusively metallic one; and oppose the existence of all corporations, because some of them have abused their credit. Others carry their theories so far, as to approve of the discontinuance of all individual credit, and the adoption of an entire cash system. Such extreme opinions are advocated either by mere theorists, or by those who have suffered from the excessive and unskillful employment of credit, and, in some instances, by those whose very fortunes were the fruit of a judicious use of it. The latter, appear to be unmindful of the fact, or that the value of their property and business now depends, in some degree, on the existence of a sound credit system, and somewhat complacently declare their independence of it, because they happen to have reached that fortunate point in their history when they can conduct a limited business on their own resources. Such views may serve the purpose of securing to their possessors a competency for the remnant of a life already nearly spent in very moderate accumulation; but as a guide or rule for those who have the capacity and public spirit to conduct enterprises commensurate with the demands of the present age, they may be regarded as contracted, illiberal and unsound. These views are directly opposed to the genius and spirit of a true and healthy progress, and are paralyzing in their influence on the various enterprises which promote the actual advancement of commerce and civilization. The most enlightened

and intelligent nations have too long and too thoroughly approved of the credit system and a mixed currency, to abandon either, because of their imperfection and abuses. Is it not rather the part of wisdom to regulate both, by throwing around them such safeguards and improvements as the light of experience indicates to be necessary. It is in this view of the subject that we propose, as one of the reforms in the credit system, a change in policy, by some of the cotton and woollen manufacturing corporations of New England, and especially by those within our Commonwealth; and here we would remark, that it is only of their policy as it bears on the public interest, that we feel at liberty to speak. Created by legislative enactment, and controlled by peculiar laws having reference in some respects to the protection of the rights of the public, the management of corporations becomes a proper subject of public discussion.

In our appreciation of the value and importance of manufactures, as one of the great branches of industry on which the future growth and prosperity of the community in a great degree depend, we yield to none; and for this reason we are the more desirous of seeing a sound policy adopted, which shall at the same time promote the best interests of the community, and not conflict with the true interests of the stockholders. We suggest, whether it would not be better that purchases of raw material should be limited more nearly to immediate wants and available means; and even if without adequate capital, would it not be more in accordance with sound principle, that these corporations should be manufacturers, rather than by the purchase of excessive stocks, long in advance of their wants, become *cotton and wool speculators*? The system heretofore pursued, has, and if continued will exert, a powerful and a prejudicial influence on finance. A system of shorter credits on sales, and the purchase of more cotton in the Northern markets on usual terms of credit, would, we think, ultimately operate favorably on the general interests of the community, and not *adversely* to the interest of the manufacturer.

We would further suggest, that all manufacturing companies, hereafter incorporated, be required by law to have not less than forty per cent active or "quick capital" for the purpose of conducting their business, beyond the amount invested in real estate and machinery, before they commence manufacturing. Had this salutary law been in operation for the last twenty-five years, would it not have guarded and protected the community, and the manufacturer also, from many of the sad consequences recently experienced, which have been in part the result of an excessive increase of manufactures and competition.

If it be objected, that this proposed measure is unduly stringent, and an interference with private rights, we reply, why should corporations holding charters from the government, and having millions of invested capital, be permitted the unrestrained issue of their notes, which, from their abundance, at times have amounted almost to a currency, and no adequate basis, in the form of available capital be required? Are not the mass of the community, who from want of opportunities of knowledge, have been induced to place entire confidence in these notes, because they were known to rest on a *large invested* capital, entitled to protection by some check on such an abuse of credit?

We next propose changes in the

#### BANKING SYSTEM,

in order to remedy and to guard against some of the existing evils in the credit system, and also to modify and control some of the unavoidable causes of financial embarrassment. We are aware that any propositions whatever, of this nature, are regarded with suspicion, if not with positive opposition, by some. But to claim that the banking system is so nearly perfect, that it cannot be amended by any changes, is higher ground than can be justly claimed for any institution, and is in effect to deny the law of progress and improvement. If, under the ever changing features of the commercial world, our monetary institutions require no change, to conform to the ascertained results of observation and experience, then indeed have they peculiar elements of perfection. We believe, however, that a careful and thorough examination of this system, in its practical operation, will convince the candid that some amendments may be wisely adopted. We would suggest the following, to be made by legislation.

Loans to be restricted to fifty per cent over and above the amount of capital stock;

Loans or discounts to be suspended, whenever the specie in the bank does not amount to ten per cent on the capital;

No demand loans to be made;

No interest allowed on deposits of any kind, whether those of banks or of individuals.

Circulation not to exceed fifty per cent of the capital.

No tax on the capital to be paid to the State, and no obligation to loan to the State money at less than six per cent.

So far as the preceding proposed changes refer to loans and to circulation, we claim that it is requiring, by law, very little more restriction on all the banks of Massachusetts, than the self-imposed limits practically adopted by some of the more con-

servative banks. In proof of this, we would state that a well-managed bank in Boston, with a capital of a million dollars, during three and a half years ending the 1st of January last, (a period of general bank expansion,) has maintained an average loan of not exceeding *fifty-five* per cent over and above its capital; and if its reserve fund of about ninety thousand dollars is included, the loan has been little more than *fifty* per cent over and above both. Its average circulation has been less than *sixteen* per cent, and average amount of specie about *eight* per cent on its capital. During the same period, it has paid an average annual dividend of eight per cent, and diminished its reserve fund only about \$2,000—a result which, it is believed, has been highly satisfactory to its stockholders. What just reason, then, exists, for continuing the policy of the banks that carry their loans to about eighty, and some as high as ninety-nine per cent over their capital, and sustain an unnatural and forced circulation equal to nearly three-fourths their capital, to enable them to accumulate a large reserve fund for the stockholders, at the expense of the business community? Does not the experience of the last year show, that industry has been taxed for the benefit of capital far higher than it could afford to pay? By reference to the official returns of the banks of this State, it appears that in 1839, when the currency and general condition of the country were free from any peculiarly disturbing elements, the bank capital was \$34,485,000, loans \$44,967,749, or about *thirty* per cent over and above capital; circulation, \$7,875,322, or about *twenty-three* per cent on the capital. From this date, alternate expansion and contraction have continued, until, in 1857, the capital being \$59,000,000, the loans had reached to \$102,000,000, or about *seventy-three* per cent in excess of the capital; and the circulation to about \$25,000,000, or about *forty-four* per cent on the capital.

The present law allows a loan of twice the amount of capital, and a circulation of twenty-five per cent over and above the capital, and is perfectly inoperative, as far as it relates to the conservative institutions whose managers do not deem it safe or right for them to go to the extreme limit of the law in these respects. As there are some banks that have generally carried their loans and circulation nearly as high as the law permits, their loan sometimes having been as high as eighty and ninety per cent over the capital—it follows that other banks must have heretofore kept their loans at fifty per cent or less. Otherwise, the average per cent of the aggregate amount of loans and circulation of all the banks in Massachusetts, could not have been as low as by the official returns it appears they were. In such a relative condition, it is evident that the banks most exposed to the necessity of sud-

den contraction, and therefore most responsible for its effects, are those which have a loan and circulation the most extended. Whenever an emergency arises, there devolves on the more prudently managed banks the necessity of restoring the equilibrium in the finances, by keeping up their line of discount, (to a moderate extent, however;) while the extended banks are *compelled* to suspend discounting altogether, and contract their circulation, to the great disturbance of the money market, and the inconvenience of their own customers. In this view of the subject, it seems desirable that such legislative action should be had, as will secure to the people of this Commonwealth an improved banking system, and one which, as we have endeavored to show, will have the effect to modify commercial fluctuation, so far as it can be done by the more regular action of banks. Finally, we would suggest the salutary influence of a restriction on credits, by the mercantile community generally, and by their limiting the extent of business nearer to the actual capital.

As we are, however, aware that efforts have been already made to restrict credit, showing clearly the general sentiment on this subject, we deem it needless to dwell at length on its advantages.

Your Committee, having thus endeavored to discharge the duty assigned to them, in conclusion would remark, if it shall be thought by any that they have embraced too much in the consideration of the subject, their apology must be found in its peculiar character, and the somewhat comprehensive terms in which the Board were pleased to refer it to them. Your Committee have deemed it more useful to review and narrate such of the comparatively recent events of commercial history, and the operation of systems as have passed under their own observation, and within the range of their own experience, than to theorize on the abstract principles of political economy.

On a subject so comprehensive in its nature, it cannot be expected that all will agree; but your Committee have approached so nearly to unanimity, that it is hoped at least a majority of the Board may be found to assent to the views herein presented.

Which is respectfully submitted in behalf of the Committee.

EDWARD S. TOBEY, CHAIRMAN.

BOSTON, APRIL 6, 1858.











